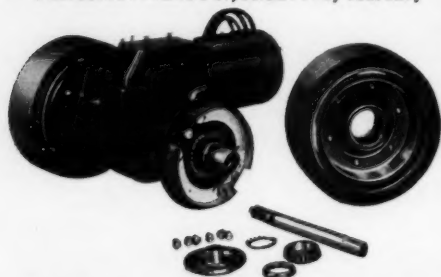




Pioneered... and Perfected... by Mercury



In this unit constructed drive axle assembly

Here's the drive that's really tough! Motor and Drive are a single unit assembly, fully inclosed . . . reduces strain, simplifies construction • Double Reduction Spiral Bevel and Spur Gears transmit the maximum power with minimum wear. Semi-elliptic Spring Suspension provides smooth riding, reduces shock • Brakes are in the wheels for greatest safety • Standardization of Parts and Easy Accessibility reduce maintenance time to the minimum.

For the complete story on the Mercury Drive Assembly and Mercury Material Handling Equipment write for Bulletin 201-5.

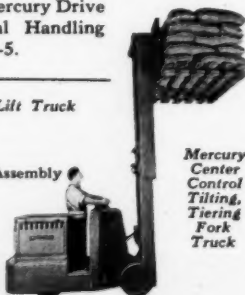
Mercury Pioneered and Perfected These Lift Truck Improvements:

The Hydraulic Lift
Snap Action Cam Operated Controller
Single Unit Double Reduction Drive Axle Assembly
All Welded Frame
Special Trail Axle Design

MERCURY

MANUFACTURING COMPANY 4104 S. Halsted St., Chicago, Illinois

TRACTORS • TRAILERS • LIFT TRUCKS



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Est. 1901

Reg. U. S. Pat. Office

For Executives Who Buy

SHIPPING-HANDLING-WAREHOUSING-DISTRIBUTION
Services and Supplies

PUBLISHED MONTHLY BY
DISTRIBUTION and WAREHOUSING PUBLICATIONS, Inc.
100 East 42nd Street, New York, N. Y., U.S.A.
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F. E. Spooner

O. B. Bergersen

Vol. 41

April, 1942

No. 4

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Matthew W. Potts, Materials Handling Editor

Carleton Cleveland, Staff Correspondent

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George Post, Production Manager

D. P. Macpherson, Research Manager
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A. H. Ringwalt, Central Western Manager
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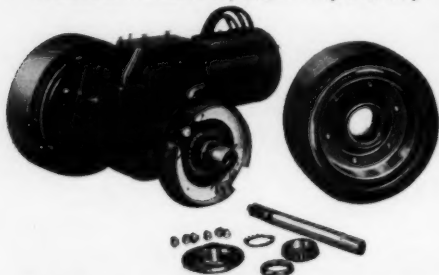
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Shippers' Supplies and Equipment..... 47
Shippers' Service Section..... 53
Index to General Advertisers..... 94

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BUFFALO MERCHANDISE WAREHOUSES INC.

● Buffalo, as a distributing center, is more important to you than ever in its history, and Buffalo Merchandise Warehouses Inc. offers you ideal service facilities at a time when they are most needed.

NOW 1,000,000 SQUARE FEET WITH THE ADDITION OF 5 UNITS

2 Waterfront Terminals

● Where Rail, Lake and Canal traffic converge. Here are 1500 feet of dockage ready to handle your merchandise quickly and economically.

4 Inland Warehouses

● 350,000 Sq. feet of heated space for storage or manufacturing. Furnished offices available.

WAREHOUSES SERVED BY

Erie—N.Y.C.—P.R.R.—Buffalo Creek Railroads

G.L.T. Corp. Steamers —New York State Barge Canal Lines

COMPLETE STEVEDORE SERVICES — POOL CAR DISTRIBUTION

BUFFALO MERCHANDISE WAREHOUSES INC.

GENERAL OFFICES, 1200 NIAGARA ST., BUFFALO, N. Y.

Member

INTERLAKE TERMINALS INC.

271 Madison Ave.

New York City

The
"Tidewater Method"
 of
field warehousing
 brings the
Warehouse to
the Goods

literally transports all of the facilities and financial services of Public Warehousing right to the plant or premises of

**Manufacturers, Distributors,
 Producers and Processors**

assisting them to increase borrowing capacity—
from their own local banks—for

"Current" Working Capital Needs.

Bank financing and lending against inventory goods have now become such an integral part of modern banking that almost any firm seeking additional working capital can—with the aid of the Tidewater Method—hypothecate its stocks of merchantable goods (on hand or to be purchased) and obtain a considerable portion of the value of such goods as loans, at normal bank interest rates.

Write for a copy of the "Tidewater Method of Inventory Financing through Field Warehousing."

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17 State St., N. Y. C. • Joseph E. Lowe, *Vice Pres.*
 76 Sunapee Street, Springfield, Mass.; 453 Commercial Street,
 Boston, Mass.; 1423 Genesee Street, Utica, N. Y.;
 10 Chestnut Street, Philadelphia, Pa.

**IN THE HEART OF
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**EXCELLENT AND
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 TERMINAL AND
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 FACILITIES**



Leo J. Coughlin
Vice-President

BOWLING GREEN 9-4692



PORT NEWARK

(An integral part of the Port of New York)

The Newark Tidewater Terminal provides exceptional accommodations for the storing, shipping and handling of spot stocks of merchandise. A special trained staff assures patrons that their interests will be efficiently administered.

The property is one of the largest and finest equipped terminals in the New York area, and is but 20 minutes from Manhattan.

Every facility is available for the handling of both bulk and packaged freight in any quantities, under cover or in open. Nine large warehouses incorporate 1,500,000 sq. ft. of storage space. There is a marginal wharf, 3800 feet long by 82 feet wide, on a 30-ft. ship channel. There are over 14 miles of railroad tracks on the property, which is served by the P.R.R., C.R.R. of N. J., L.V.R.R., and by all other railroads entering the Port of New York via free lighterage. Storage in transit arrangements in effect.

All buildings are of hollow tile construction, 100% sprinkler protected to afford low insurance rates. Our accommodations for the handling of lumber and similar commodities are second to none. Plant has own protection force. Write for particulars.

NEWARK TIDEWATER TERMINAL, INC.

Port Street, Newark, N. J. • J. A. Lehman, *Mgr.*



BAYWAY

ELIZABETH, N. J.

At this large, well-constructed terminal you are afforded accommodations that are adequate for any need. There are 1,070,000 sq. ft. of storage and manufacturing space, subject to lease in either large or small units. But 30 minutes from Manhattan. Live steam available for manufacturing purposes. The entire property is 100% sprinkler protected, with low insurance rates applying.

The very latest equipment for the handling and storage of merchandise is available. Here can be found one of the largest and most efficient plants in the world for fumigating cotton, tobacco, etc. Many other unique facilities are maintained for Bayway patrons.

Loading platforms for trucks and railway are weather protected.

Accommodations for deep-water vessels, barges and lighters for direct handling into warehouses. Served by the C.R.R. of N. J. Also served by all other railroads entering the Port of New York via free lighterage. Storage in transit arrangement in effect. Write for particulars. Policed ADT and own private police system.

BAYWAY TERMINAL CORPORATION

Bayway (Elizabeth), N. J. • R. S. McElroy, *Mgr.*

NEWARK TIDEWATER TERMINAL, INC.
BAYWAY TERMINAL CORPORATION
TIDEWATER FIELD WAREHOUSES, INC.

NEW YORK OFFICE: 17 STATE STREET

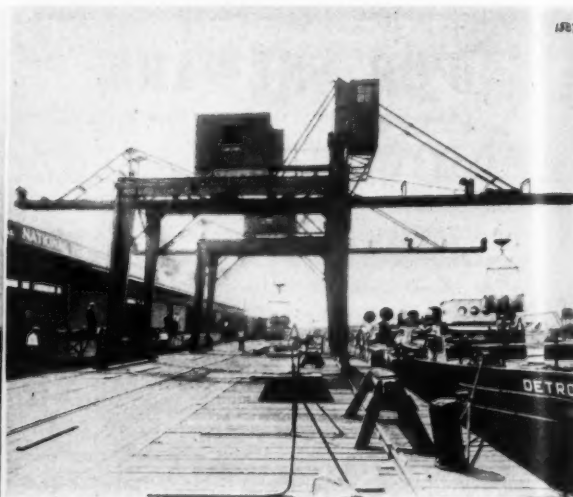


THE NATIONAL TERMINALS CORPORATION

Operators of

DOCKS AND WAREHOUSES

Where Rail, Truck and Water Meet



Modern handling equipment for package or bulk freight.

Dock Warehouse located on Cuyahoga River with B & O Railroad Track facilities.

Overlakes Terminal Warehouse located on Lake Erie at East 54th Street.

Excellent Storage space at either dock.

NATIONAL TERMINALS CORPORATION

1200 WEST NINTH STREET

CLEVELAND, OHIO

Tradition Is Taboo

At Least, Until This War Is Won

(An Editorial)

WE are preparing for a war that we are already in, a condition that quite a few people are overlooking, and one that is so serious that unless we literally perform miracles on the production line and in the establishment of a fleet of ships to carry our war materials, all the billions of appropriations will not save us and our allies from defeat.

Present conditions might have been different, had we been physically and mentally prepared for war. We must now rely on every possible second to regain the time lost in traditional peace-time ways of doing things. We must buckle down to a period of self-denial and to the acceptance of every opportunity that is presented for the accomplishment of full efficiency.

Things traditionally done, if they prove time-wasting, should be cast aside immediately when something better is presented. "We never did it that way," so commonly heard in the past and which blocked out opportunities for speeding up materials handling or production, should be supplanted by "Fine, we'll try it!" It takes little imagination to realize that the stubborn resistance to change in doing things in this country has been its chief resistance to efficient accomplishment.

In a number of industries, particularly the automotive, "We never did it that way" when considering new and better methods, etc., is taboo. The results in such industries in the swing over to war production are sufficient evidence that such open-mindedness pays.

To complete this picture of conditions as they should be needs but one further comment, namely, let labor match industry's desire for greater production by a whole-hearted effort, expressed in a willingness to try any equipment that will help them do a job more efficiently. Industry needs more skilled labor; modern time-saving equipment will help make it available.

Rate Boosts Opposed by OPA as Inflationary

Dexter M. Keezer, assistant price administrator, who said he was authorized to speak for the Office of Price Administration, stated in an address before the Railroad Committee of 21 on March 13 in New York City, that a general increase in freight rates will increase the difficulties of the OPA in preventing inflation. He also stated that his statement was no criticism of the action of the I.C.C.

At Washington, the OPA asked the I.C.C. to postpone from March 18 to April 15 the increases on cement, copper ores, iron and steel scrap not copper clad, lead ores, lumber, non-ferrous scrap, petroleum and petroleum products, pig iron, rubber scrap, and crude sulphur, saying that it would negotiate with the railroad committee to have them exempted.

Mr. Keezer stated that the rate increases come at a time when the price situation which is little short of explosive can easily multiply its inflationary effects. "In the case of certain of the increased rates it introduces serious technical complications in the work of the Office of Price Administration, and it inflicts specially heavy burdens on certain key parts of the wartime economy."

The question of whether the OPA would ask that the unions forego the wage increases on which the rate increases were based, was answered by Mr. Keezer with the assertion that it was not a case of meeting a situation raised by a decrease in the cost of living, but to prevent a further upward spiral.

On March 16, the I.C.C. denied the OPA petition to have the effective date of the recent 6 per cent freight rate increase postponed until April 15. Accordingly, the new rates went into effect March 17. Earlier in the day, representatives of the railroads and truckers filed protests against the OPA desire for a delay.

The rails asserted that the OPA petition should have been filed much earlier, under the I.C.C.'s rules of practice, and that it would embarrass them in their negotiations with State commissions for corresponding increases in intrastate rates. They commented further that the rate increases had been found by the I.C.C. to be no greater than necessary to assure the ability of the railroads to furnish adequate service.

The truckers stated that the only commodities that concerned them were petroleum products and scrap rubber. As regards petroleum, they pointed out that its price was governed by the cost at refinery plus rail transportation on charges to the distributing points and that the cost of transporting such commodities by motor truck, therefore, had no effect on their prices. Scrap rubber rates, they argued, were very low and, therefore, the rubber industry was in a better position to absorb a reasonable increase in rates than the truckers were to absorb the higher expenses which led to the increased rates.

On the 17th of March the Office of Defense Transportation put its weight behind the OPA proposal for a postponement of rate boosts. Director Eastman issued a statement saying his agency had asked the railroads to postpone rate increases on crude sulphur, lumber, cement and iron and steel products and scrap, "pending presentation of a formal request for adjustments in these rates."

Mr. Eastman stated that the ODT's request was made in line with its obligations to see that rates are maintained which would "expedite the free flow of commodities necessary to the war effort."

"Because war conditions have caused dislocations in normal traffic movements, it is and will continue to be necessary to negotiate certain rates for particular movements," Mr. Eastman stated. "In such instances it may at times be necessary to request reductions in existing rates."

Ordnance Dept. Wants 200 Warehouse and Transport Men

According to Lieutenant Colonel Clem D. Johnston, at least 200 qualified warehousing and/or transportation men are needed for the handling of the Ordnance Dept.'s storage problem now and as contemplated in the future when increased production for the war effort really starts to roll off the assembly lines and the requirements of the armed forces are doubled or tripled.

"We will need," he stated in a letter to the American Warehousemen's Assn., "commissioned officers, non-commissioned officers, and civilians with storage or transportation experience who are capable of organizing their particular job or directing a crew of men. We will need able, energetic, and resourceful men who can get results when placed 'on their own.' Men who have a suitable background of education, experience, and ability can be commissioned. The contribution of the civilian can be just as important, and none should withhold his application because of minor limitations of physical condition. Of course, we can make no promises to anyone as to possible action, and we don't want people who are just looking for a job."

Warehousing can make a real contribution to the war effort, stated Colonel Johnston, who felt that his request to the A.W.A. was a challenge that warehousemen must meet. Not only must the industry place its facilities increasingly at the disposal of government agencies for the storage of war goods, but it should be ready to give its warehousing experts to the government when and where needed.

Applications of men available should be directed to Lt. Col. Clement D. Johnston, Field Service, Equipment Div., Office of the Chief of Ordnance, Room 1610, Social Security Bldg., Washington, D. C. Applicants should set forth fully their qualifications in the light of the requirements above stated and should submit any other information that would be helpful in the careful consideration that will be given to all applications.

Intercoastal S.S. Freight Assn. Offices Closed

Intercoastal Steamship Freight Assn. will close its San Francisco offices effective April 1, for the duration of the war, according to Manager Zac T. George. Also shut down will be the weighing and inspection departments of ISFA in both San Francisco and Los Angeles. Headquarters of the organization in New York will remain open with a skeleton staff under President H. S. Brown. This announcement is seen in San Francisco as indication that intercoastal operations will not be resumed at an early date, as was at first hoped on the Pacific Coast. Spot services as tonnage warrants are all that may be anticipated for some time to come, shipping men here believe.—Gidlow.

Raw Materials Dole for Industry June 1

J. S. Knowlton, director of industry operations, announced March 22 that American industry formally will go on the raw materials dole about June 1. Within the next 3 mos., the Production Requirements Plan will replace all other methods of priorities control over critical materials. Many industries and materials are under complete allocation control already. The decision finally to broaden PRP to include all distributions of critical materials, thus spreads this blanket of itemized control over the entire industrial structure.

Under the change, industry will go on a quarterly material assignment basis, receiving components of essential manufacture as WPB prescribes them after studying applications from individual firms for their quarterly materials needs.

Between April 1 and June 30, most of the blanket

rating orders will be revoked or allowed to expire. Companies which have been operating under blanket ratings will be required to apply for priority assistance under PRP.

Urge In-Transit Storage for Food as War Aid

In order to relieve pressure on warehouse facilities at strategic seaboard points and to spread reserve stocks of food at interior points less vulnerable to enemy attack, TCFB application No. 24,552, made by and sponsored by C. Pascarella, general traffic manager of the F. H. Leggett & Co., New York, is under consideration by the Transcontinental Freight Bureau.

The proposal as filed provides for the storage in-transit on canned goods Eastbound from the Pacific Coast. A hearing has been held on the proposal which food interests feel will provide a means for stabilizing the handling of the record packs of canned foods scheduled for 1942. It has been common trade custom in the past for distributors to purchase large blocks of canned foods and leave these supplies in canners' warehouses until they were needed at the wholesalers' warehouse points for delivery to retailers. The in-transit proposal would release these stocks and at the same time relieve the railroads from peak hauls of such foods to the wholesalers.

No Rail Seizure, Says Eastman, Unless We're Invaded

The government will not take over operation of the railroads during the war; seizure would occur only when enemy invasion had been effected, said Joseph B. Eastman, ODT director, prior to his address before the American Railway Engineers Assn. at the Palmer House, Chicago, on March 17. He predicted that the ODT and the War Production Board soon would begin rationing of 9,000 trucks a month and that plans are being made for increased co-operation between railroad and trucking interests.

WPB Plans 13 Regional Offices

The War Production Board, in a move toward a highly decentralized operation of the industrial war effort, is completing a plan to establish 13 regional offices, the set-up of which is to make each vital industrial sector a self-contained production unit. The heads of these offices will have unusual authority and will be responsible only to Donald M. Nelson, WPB chairman.

Each industrial sector will be made a self-contained unit of production. The 13 offices will be located in the same centers as are those of the Emergency Management branches, plus 3 additional offices, Minneapolis, Detroit and Pittsburgh. The other offices will be at Chicago, Cleveland, Kansas City, Denver, San Francisco, Dallas, Atlanta, Philadelphia, New York and Boston.

The head of each office will have authority to make priorities and contract decisions, subject to Washington review, if that becomes necessary. Under the plan, in each industrial region, alongside of the Army Ordnance District offices, a complete, though smaller, version of WPB will be set up to handle virtually all problems now being sent to Washington.

Clarence E. Parks, traffic manager at Kansas City, Mo., for the John Deere Plow Co., is chairman of a 7-man vigilance committee to see that the railroad freight cars are fully utilized and properly operated in that section. Other members include Frank M. Cole, J. S. Crute, Joseph F. Daniels, A. B. Hamilton, W. T. McArthur, J. G. Page and F. S. Shumaker, all traffic managers or officials of K.C. companies.—S. Smith.

Convention Dates

1942

April 14-17—Packaging Exposition and Conference, Hotel Astor, New York.

April 23-24—American Dry Milk Institute Convention, Edgewater Beach Hotel, Chicago.

April 27-May 1—Annual meeting of U. S. Chamber of Commerce, Hotel Stevens, Chicago.

May 18-20—Flavoring Extract Manufacturers' Assn. Convention, Hotel Pennsylvania, New York.

May 25-28—Meeting of National Assn. of Purchasing Agents, Waldorf-Astoria, New York City.

May 26-28—Biscuit & Cracker Manufacturers' Assn. Convention, Chicago.

June 14-18—Annual convention of National Assn. of Retail Grocers, Chicago.

June 26-28—National-American Wholesale Grocers' Assn. Convention, Drake Hotel, Chicago.

July 20-23—Annual convention of Independent Movers' & Warehousemen's Assn., Chicago.

Sept.—20th annual conference of National Industrial Advertisers Assn., Hotel Traymore, Atlantic City, N. J.

Oct.—Annual convention of American Trucking Associations, Inc., St. Louis, Mo.

Oct. 19-21—Annual meeting of Associated Traffic Clubs of America, Baltimore, Md.

Insures Prompt Unloading

A. E. Huff, manager, Warehousing and Transportation, of Frosted Foods Sales Corp., New York, reports a fine reception of this card by the railroads and packing plants.

In order to insure prompt unloading of cars at destination, packing plants are to tack one of these cards on the inside of the car door after car has been loaded.

The lower half of card is a postcard, which, when returned to Mr. Huff, enables him to detect whether or not there is co-operation.

PROMPT UNLOADING IMPERATIVE

This car is considered special type equipment when used in transporting Frosted Foods under intensive refrigeration.

As an aid in preventing a shortage of this type car, report promptly to R. R. Agent when empty, thereby affording immediate dispatch for other loading.

PLEASE REMOVE THIS CARD and fill in the information requested on attached post card and mail to address on reverse side.

DO YOUR PART KEEP 'EM ROLLING

Traffic Department
Frosted Foods Sales Corporation

CITY	_____
DATE	_____
CAR NUMBER	_____
ARRIVED	_____
PLACED FOR UNLOADING	_____
UNLOADED	_____
RELEASED	_____
SIGNED	_____

By Edward Clemens, Director
Division of Inland Waterway
Transport, Office of Defense



Edward Clemens

BARGE OPERATORS *and the* War Effort . .

WITH the National Production Drive beginning to gain momentum, carriers on the inland waterways of the United States will be called upon in future months to haul a greatly increased volume of freight tonnage. To assure an all-out performance by the inland waterway carriers, and to coordinate the operations of these carriers with those of other branches of the transportation industry, a Division of Inland Waterway Transport has been set up in the Office of Defense Transportation.

Joseph B. Eastman, Director of Defense Transportation, has made it clear that the first responsibility of the ODT is to see that the Nation's transportation machine is geared to capacity operations. The Office must take steps to prevent the development of transportation bottlenecks which would retard the progress of the war effort. As stated in the Executive Order of Dec. 18, 1941, establishing the ODT, the agency is to "assure

maximum utilization of the domestic transportation facilities of the Nation for the successful prosecution of the war."

Mr. Eastman has said that "there are dangers ahead which we ought not to underestimate and for which we must all be prepared." Among these dangers he listed "the continually increasing strain, as our armed forces expand, of moving troops and munitions, often under rush orders; reversals of the normal trends of traffic with superloads on the transcontinental and Pacific Coast lines; diversion of traffic from sea to land with the withdrawal of coastwise and intercoastal shipping, as in the case of petroleum and its products and lumber; the difficulties in connection with the transportation of workers to and from defense plants; and the burden on transportation of a tremendous war production program which requires all manner of movements of raw materials and parts before the finished product is assembled and ready for the final movement."

Mr. Eastman added that "If the transportation machine clogs up or slows down, the whole war production machine will suffer in like degree. I regard it as the most important immediate duty of my organization to do everything in its power to prevent such a result."

The ODT organization set up to centralize government responsibility in the war effort for domestic transportation consists, in addition

to the Division of Inland Waterway Transport, of divisions dealing with carriers by rail, truck, bus, Great Lakes vessels, pipeline, coastwise and intercoastal vessels. Still other divisions deal with traffic movement, local transport, storage and warehousing, rates, transport personnel, and materials and equipment.

The work of the Division of Inland Waterway Transport embraces barge operations on the New York State Barge Canal, the Mississippi River and its tributaries, including the Gulf Intracoastal Canal and the Warrior River. Our first job is to determine what traffic is now being carried by the "for hire" operators on these waterways and what added capacity is available to inland waterway carriers which can be utilized to haul the increased volume of tonnage arising out of the demands of the National Production Drive. Statistical data of this kind is needed so that, where necessary, traffic may be directed through the particular channel best equipped to perform the service.

Since the barge operators have no representative organization comparable to the Association of American Railroads or the American Trucking Associations, Inc., we have found it necessary to go to the individual carriers to obtain the needed data. We have been assured of the fullest cooperation from the barge operators. As a means of making that cooperation effective, and to give the industry an opportunity to voice its problems and recommendations, a River Carriers Transportation Advisory Committee, composed of executives of the eleven largest inland waterway carriers, has been set up. Andrew P. Calhoun, vice-president of the American Barge Line Co., Pittsburgh, Pa., has been named chairman of the committee. Other members are: Henry M. Baskerville, Western Oil & Fuel Co., Minneapolis, Minn.; Charles T. Campbell, Campbell Transportation Co., Pittsburgh, Pa.; A. W. Dann, Union Barge Line Corp., Pittsburgh, Pa.; H. M. Daschbach, Ohio Barge Line Co., Inc., Pittsburgh, Pa.; H. F. DeBardeleben, W. G. Coyle and Company, New Orleans, La.; John I. Hay, John I. Hay Co., Chicago; A. C. Ingersoll, Central Barge Co., Chicago; W. W. Marting, Ohio River Co., Cincinnati, Ohio; Chester C. Thompson, Inland Waterways Corp., St. Louis, Mo.; Colonel L. E. Willson, Arrow Transportation Co., Sheffield, Ala.

As I have already indicated, the ODT has the responsibility of keeping informed as to existing and prospective transportation demands, so that one carrier or type

(Concluded on page 60)



NOW . . More Distribution than Ever through ST. LOUIS . . .

WHEN wartime demands the utmost efficiency, natural distributive points loom large in importance. That's what is happening right now—in St. Louis, the ideally strategic location on the main inland waterways; served by all three transportation networks—rail, water and highway.

The S. N. Long Warehouse is ready—every man and piece of equipment able to meet any requirement for efficient, economical distribution, reshipment or storage.

Let Long demonstrate the service that is compact—complete—competent—whether you ship via rail, road or water.

S. N. LONG WAREHOUSE

ST. LOUIS... *The City Surrounded by the United States*



Fig. 1—Top—Loading sugar on to pallets in hold of motorship in order to speed up handling.



Fig. 2—Top—Unloading palletized loads of sugar with electric gantry crane from motorship to tractor-trailer train on dock.



Fig. 3—Below—Tractor-trailer trains hauling commodities in the warehouse. Note fork truck placing high load in background.



Fig. 4—Below—Fork truck loading palletized load on to tractor-trailer train. (Above photos, courtesy, Lederer Terminals, Cleveland.)

MORE SHIPS NEEDED!

**It Takes Time to Build Ships,
But Better Materials Handling
Methods Speed Up Loading
and Unloading Operations.**

By **MATTHEW W. POTTS**
Materials Handling Editor



THE headlines of the papers in all democratic countries are constantly featuring the need of more ships, in order to facilitate the handling of necessary supplies. These supplies are not only for the armed forces, but for domestic subsistence.

Shipyards are being built as quickly as possible to supply the demand for ships. Many commodities are being considered for rationing because there are not sufficient ships to carry these cargoes from source of supply to point of use. The recent activity of submarines off the Atlantic Seaboard has shown that our ships and the ships of our Allies and South American Nations can be destroyed. The recent order of the Brazilian government recalling all of their ships because of these sinkings is going to affect the shipment of coffee and other commodities, which will be reflected in our domestic markets. When we have removed this submarine menace, and these ships are again sent out, it is going to be necessary to load and unload them as quickly as possible, in order to make up for lost ship-

Fig. 5—Revolving gantry cranes expedite the handling of steel products from rail cars to ship, and from ship to rail cars. The boom is long enough to handle the loads over to trucks in area beyond the track if necessary. (Courtesy, East Chicago Dock Terminal Co., East Chicago, Ind.)

You can save and make more money!
Locate your office with your warehouse, or factory, in



Freighters transferring cargoes, North Pier Terminal, Chicago. You can see our Main building on your right, Ogden Slip on your left. Here you can get Customs Bonded Space, space for storage, light manufacturing, offices, Unit basis spot stocks, storage in transit, pool car distribution.



Ships unloading direct to cars. East Chicago Dock Terminal. Our East Chicago Dock Terminal is located on the Indiana Harbor Ship Canal, within the Chicago shipping district. Here are some of the facilities: heavily constructed docks, largest break bulk facilities in the Chicago district, storage of bulk liquids, service from four Chicago belt and rail lines, direct handling of all commodities to or from vessels or cars or trucks.



The North Pier River Barge-Terminal at 2905 S. Western Ave. is open to all barge lines. It is on the main channel of the Chicago River (3500 feet of dockage fronting main channel). Serviced by Illinois Northern Railroad. Modern shore equipment. Direct transfer of cargoes from barge to truck or to train. Federal Barge Line connection.

NORTH PIER TERMINAL

CHICAGO'S LARGEST AND BEST LOCATED TERMINAL BUILDINGS AND DOCKS

You can *increase* your earnings; you can make more money, *easily, quickly*, this way: lower rental payments, get the finest shipping facilities known, take a convenient, central location . . . come to North Pier Terminal.

Money Saving Services

Our *services* are designed to help you to save money: you can use our stevedores, our unloaders, loaders, our checkers, and you pay for them *only* when you use them. We offer a universal station for the consolidation of highway truck shipments, and a direct connection to all railroads via the Chicago Tunnel System.

. . . and we haven't told a half

We ask that you investigate. Just phone or write. We'll help. We'll give you additional facts and figures. Maybe you, too, can save and make more money in North Pier Terminal.

A partial bluebook of tenants and customers: American Chicle Co., American Safety Razor Corp., Bayer Co., Beech-Nut Packing Co., California Packing, American Screw Co., Hoover Co., Montgomery Ward & Co., Radio Corporation of America, United States Government, Norwich Pharmacal Co., Columbian Rope Co., Hires Root-Beer, Sears Roebuck & Co., General Foods, Life Savers, Pyrene Mfg., Thos. J. Lipton Tea, Lamont-Corliss, Rockwood Chocolate, Colgate-Palmolive-Peet, Planters Nut, Colby Furniture . . . and some 200 others.

NORTH PIER TERMINAL CO.

509 E. Illinois St. • CHICAGO • Telephone—SUP. 5606

W. W. Huggett, President

We operate modern docks, terminals and warehouses at Cleveland, Toledo, Indianapolis, and Milwaukee.
 New York Office: 25 Beaver St. Cleveland Office: 1200 W. 9th St.

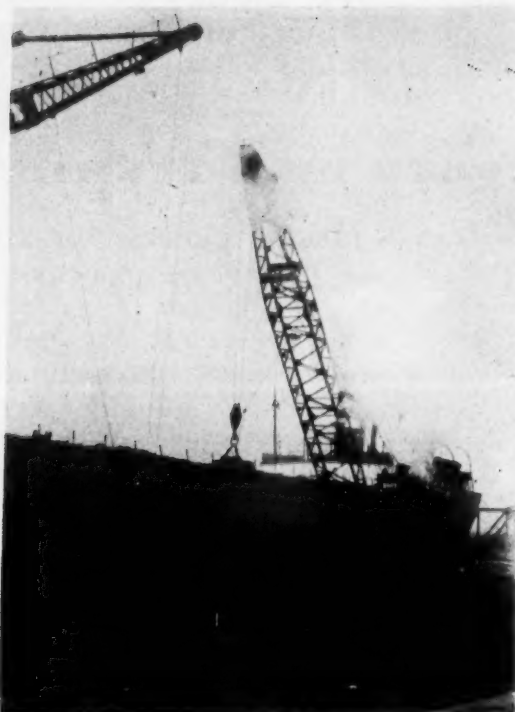
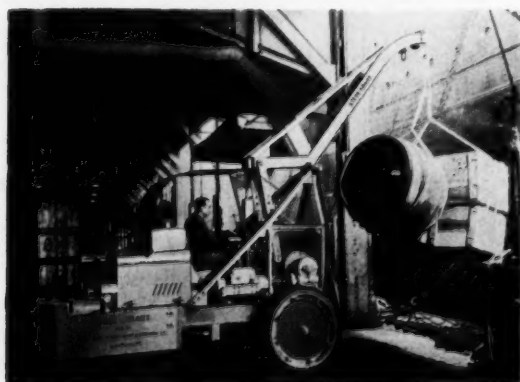


Fig. 6—Pig-iron can be easily handled from boats, cars, or storage yards, by the use of mobile cranes, equipped with magnets.

ping time. Are we prepared on the home front, to accomplish this quick loading and unloading?

At the luncheon table and in our social life, we hear criticism of the Army and Navy heads, for their lack of preparedness, and the fact that if they had heeded warnings, this situation or that situation could have been avoided. Last year, in our Marine Issue, we pointed out that "Marine Handling is National Defense." How many of our readers have set about modernizing their materials handling methods in order to expedite the unloading of ships or the loading of ships at our ports. We know of a few companies which have installed considerable materials handling equipment for this purpose, and they are to be commended for their progressive spirit, and their contribution to our defense.

Fig. 7—Stevedore cargo cranes are available in various types, sizes and capacities. These units are particularly advantageous for handling odd-shaped and bulky commodities as shown. (Courtesy, Silent Hoist Winch & Crane Co., Brooklyn, N. Y.)



Many of our former arguments against the use of this type of equipment can now be set aside because we have a national need for speed in getting lease-lend products to our allies and for bringing necessary supplies to our own shores. This need requires ships and more ships, and these ships cannot be built quickly enough. Therefore, it is imperative that we improve every marine handling operation, so as to speed up the loading and unloading of these ships, so that they can make more trips, and have less delays in ports.

The cost of equipment for our docks will be nothing compared to the cost of additional ships, and the equipment for handling can be obtained faster than new ships. The better use of materials handling equipment is an indirect way to provide more ships. Had we been more progressive in this a few years ago, we would not now be faced with the difficulty of getting this equipment. We would have had it ready for this emergency.

Furthermore, ships will continue to be sunk, and therefore will be total losses, but the materials handling equipment which we now buy to facilitate our marine handling can be used for years to come, and will be ready for the work which will be required of our merchant marine, and foreign and domestic shipments to rehabilitate the world when victory and peace are ours.

Some of our ports and terminals are very well-equipped, and they are doing a fine job of handling and making a real contribution to our war effort. The accompanying illustrations, Figs. 1 to 4, were furnished us by Lederer Terminals, Cleveland, and they show a



Fig. 8—The loading and unloading of lumber from ships is easily accomplished when straddle trucks are used, and when it is necessary to pile in the storage yard, either stacker lift trucks or mobile cranes will be found advantageous. (Courtesy, Willamette Hyster Co., Portland, Ore.)

Fig. 9—Ryan Stevedoring Co., Inc., finds that various types of materials handling equipment can be used for more than one purpose. For example, fork trucks handling large loads without pallets. (Courtesy, Clark Tractor Co., Battle Creek, Mich.)



coordinated use of several types of materials handling equipment on a marine and warehousing operation.

These illustrations are also of interest because they show that the warehouseman is beginning to find that the use of pallets and fork trucks speeds up their handling operations, and the pallet can easily be handled by several different types of equipment.

Fig. 1 is an open view of the motorship hatch, and shows the unloading of bags of sugar. In this operation, the empty pallets are loaded into the hold of the ship, and these are loaded by the stevedores and then elevated out of the ship by means of gantry cranes, as shown in Fig. 2. The loads are then swung on to the pier, where they are loaded direct to trailers, without rehandling, for transportation to the point of storage.

The piling of this material in storage is done by means of fork trucks. The tractor-trailer trains and the fork trucks also handle other commodities on similar operations. A tractor-trailer train on this pier is shown in Fig. 3, while Fig. 4 shows how the fork truck can either load or unload a palletized unit load to the trailers, with a minimum amount of time required.

Anyone with a knowledge of stevedoring and warehousing operations can see that this mechanical materials handling equipment will quickly pay for itself by the savings made in time and space alone.

It is necessary for us to give consideration to more than just packaged commodities, and there is mechanical materials handling equipment for practically all types of commodities. Some of these handlings, and the type of equipment used for them, are shown in Figs. 5 to 9.

Some of the large gantry and hammerhead crane installations which were made to expedite the loading and unloading of ships in the first World War, are now being put back into commission for the same service even though they have been in some instances in operation for 25 years. New ones are being built on new installations, and this type of equipment forms an important link in the transferring of steel rails, shapes, plate, scrap, pig-iron, and similar materials, as shown in Fig. 5. The installation of the East Chicago Dock Terminal Co., East Chicago, Ind., shown in Fig. 5, shows the traveling gantry cranes handling structural steel from boat to cars. This operation is self-explanatory; it is one of the most efficient types of handling for this kind of an installation and operation.

The unloading of pig-iron, scrap and other materials, can be done with various types of crane and hoist units, and the use of locomotive cranes with magnets, as shown in Fig. 6, expedites the unloading of ships, the unloading of cars, or the loading operation to these types of carriers, as well as the handling into and out of storage piles. A number of operators are now using either the wheel-type crane, or the crawler-type crane, on similar operations, and these units are not confined to definite rails for a means of travel. By having their own tracks, either on crawler or pneumatic tires, they are able to get around over a wider area, and on diversified operations.

Many small cranes have been built for stevedoring operations, and these are being constantly improved, both in their construction and operation. A modern stevedore crane for cargo and freight handling with a capacity of 5 tons at 3 ft. and 3 tons at 6 ft., clear of the bumper, is shown in Fig. 7. This type of unit is particularly adapted to handling large cumbersome packages, or odd-shaped packages, as shown.

It will be seen from these illustrations that there is no one piece of type of materials handling equipment that can be used on all handling operations. It is necessary to take into consideration the physical layout, the type of commodity to be handled, the ground area or distance to be traveled, and whether it is a matter only of loading and unloading, or both of these operations plus the storage and distribution.

In the last war, the handling of lumber was quite a problem, and there were few types of mechanical materials handling equipment for this purpose. Hand-dollies, horse and wagon, in some cases, motor trucks, but considerable hand-handling was used for this commodity. Today, however, a number of ports and terminals are equipped with straddle trucks and stacking devices for the handling of lumber, both for haulage and piling. Such a truck is shown in Fig. 8 assisting in the loading of ships.

This type of equipment can also be used for the handling of steel, bar stock, reinforcing rods, paper pulp, as shown in the March issue of *D and W*, and on many other operations, such as the handling of steel plate in shipyard building, the building of ships, etc.

Many stevedoring operators are finding that certain types of handling equipment can be used on several different kinds of work. For example, the fork trucks shown in Fig. 9 are primarily designed to operate with pallets, but they can also handle large unwieldy loads, such as those illustrated, by simply using blocks under the boxes so as to keep them high enough from the floor, so that the forks can enter for picking up or letting down.

The manufacturers of materials handling equipment are so busy filling orders that it is not possible for them to go out and solicit new business. Therefore, *D and W* readers will have to put out their own inquiries to the manufacturers if they are interested in obtaining this equipment.

A number of materials handling manufacturers are now using the pages of *D and W* to show our readers the type of equipment that they are able to supply. Since the warehouse and stevedoring industry is supplied with good priority ratings, the manufacturers would be more than pleased to cooperate as much as possible.

However, certain restrictions are constantly being placed on the use of rubber tires, and there is a possibility that trailers will have to be supplied with some type of metal wheel, instead of rubber tired wheels. There will also be a reduction in the number of models and types of equipment that can be offered by manufacturers. In some cases, certain kinds of materials handling equipment have been frozen for use only by army and navy direct.

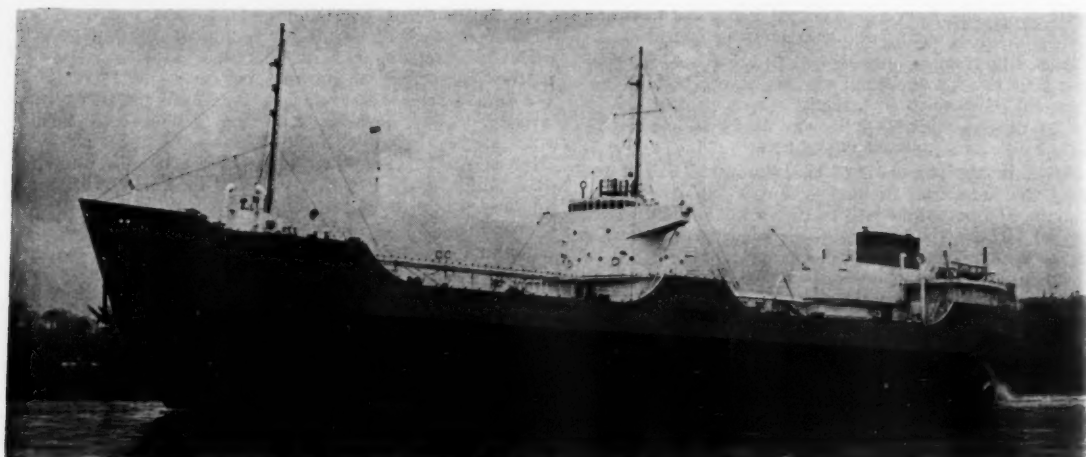
Therefore, the progressive marine terminal operator, warehouseman, and transportation executive, will move immediately to obtain mechanical materials handling equipment, before it is too late.

2-Mo. Extension in Rating on Industrial Lift Trucks

A 2-mo. extension until May 10 of order P-40, making available an A-1-g rating for materials going into the manufacture of industrial lift trucks and replacement parts has been announced by the W.P.B. Manufacturers of these trucks are expected soon to file material requirements under the Production Requirements Plan, and the extension of the A-1-g rating is designed to enable them to continue to get materials pending the transition to P.R.P. W.P.B. advised manufacturers that order P-40 will in no event be extended beyond May 10.

A-10 Rating for Steel Strapping

Steel strapping is interpreted by authorities as "operating supplies" and as such carries a rating of A-10 under preference rating order P-100. Because this order forbids the application of the rating to "non-ferrous material to be used as packaging supplies," there has been some misunderstanding to the effect that steel strapping could no longer be obtained. This is not so, as steel strapping is "ferrous" material and therefore is eligible to receive an A-10 rating on order P-100.



The Victoria, built as a grain carrier and later converted into a tanker.

TOWBOATS and BARGES

Now Being Built for Wider Uses

TO meet the various emergency demands arising from the National Defense activity and the intensive war program, industrial plants across the country have been reconditioned and re-tooled. Towboats, barges, and other water craft have undergone similar changes to meet requirements and demands of the national emergency. River steamboats have been converted to Diesel power. A sternwheel was recently converted into a single screw tug.

Another converted vessel is the "Victoria," the first ocean-going vessel to be built as far North up the Hudson as Albany, 150 miles from New York City, and launched in November, 1941. Her builders were Cargill, Inc., of Minneapolis (Minnesota) and Albany (New York)—a group of men operating at Albany the largest single grain elevator in the world. They needed a grain car-

rier and were determined to have one, even though they would have to build it themselves. And build it they did, though many preconceived ideas of shipbuilding had to be discarded, largely because they had no shipyard facilities. The partially completed hull was launched and moored at a convenient point. Parts were then welded in an adjoining yard and installed on the ship, using a single swing crane to hoist them into place. The workers—welders, carpenters, etc.—were inexperienced in shipbuilding, and were men selected locally. But they came through, and the Victoria is sailing the seas, but not as a grain boat. To meet the need for tankers her owners converted her into a fuel-carrying boat. Her

overall length is 437 ft., her width 60 ft. She is powered by twin-6-cyl. F-M Model 37 Marine Diesel engines rated at 1,050 hp. each.

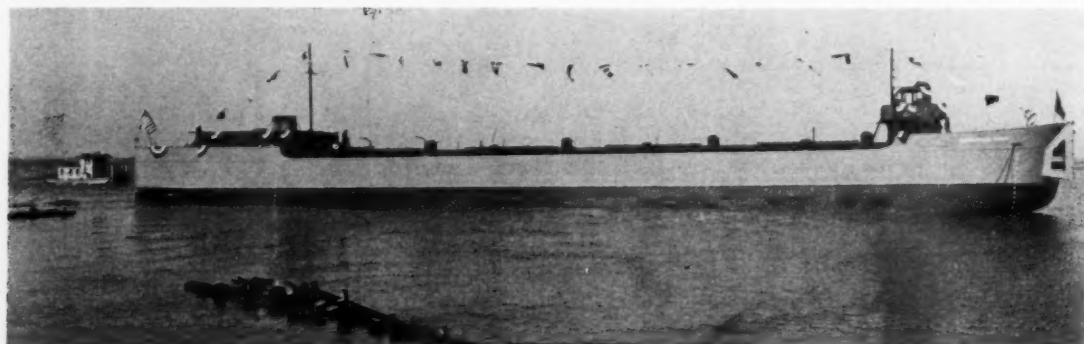
The Hoskins Coal & Dock Corp., Chicago, has been rebuilding some of its towboats into combination river-lake barge towboats in order to eliminate the time required for switching a string of barges from a river towboat to a lake towboat, and vice versa. Thus a day's time has been saved in the transport of coal from Illinois waterway terminals to lake ports.

These boats have been strengthened for lake transport by making the deck absolutely watertight with 24-in. high hatches, building steel pilothouses that could not be washed away in case the waves

(Concluded on page 59)

The Minneapolis Husky, a new type of river tanker, as she looked immediately after launching.

Courtesy, The Ingalls Shipbuilding Corp.





ON THE BANKS OF THE OHIO



America's most modern River—Rail — Truck Terminal and Warehouse located only sixty miles from the center of the country's population, is served by six railroads, many motor freight lines, five barge lines and all Ohio River independent towing operations.

Unusual facilities provide for economical storage and efficient distribution of merchandise and food commodities to and from world-wide ports.

Note these advantages offered by Mead Johnson Terminal Corp., at Evansville, Ind.: Fireproof building. Carload facilities. Motor

Freight Terminal. Ninety thousand sq. ft. on one floor (no floor load limit). Fully sprinklered. A.D.T. watch service. Insurance rate 15.4c per \$100.00 valuation. Car spotting capacity of 64 cars simultaneously, plus sixteen double doors to facilitate loading and unloading motor trucks. Two high-speed 52 ft. span 10-ton capacity travelling overhead electric cranes. Electric lift trucks with skid platforms.

A free booklet describes these many services which include a unique accounting system, stencilling, recoopering, reconditioning and automatic label service for canners requiring private labels affixed at warehouse. Send for your copy now.

MEAD JOHNSON TERMINAL CORP.

EVANSVILLE, INDIANA

"Where Waterway . . . Railway . . . Highway Meet"



Courtesy, The Ingalls Shipbuilding Corp.

An all-welded standard flat deck barge for service on Atlantic Inland Waterways System being launched.

New Tonnage Records Being Made on Our

INLAND WATERWAYS

WITH the overland highways, the railroads, and coastwise shipping facilities taxed to their utmost in an effort to meet the requirements of a nation at war, America is again, as in the last war, learning what a valuable adjunct an extensive and well-kept system of inland waterways and canals can be in a time of need.

The year 1941 has been a year of intense activity on rivers in the Middle West, with new tonnage records being made on most of the improved waterways, and every effort put forth to obtain the greatest efficiency from every barge and

towing unit, so that long towing trips have become more and more the accepted fact.

Transportation on the inland waterways has been completely revolutionized since those romantic days of the old packets vying with each other for grace of outline and "class" as well as speed in out-distancing rivals.

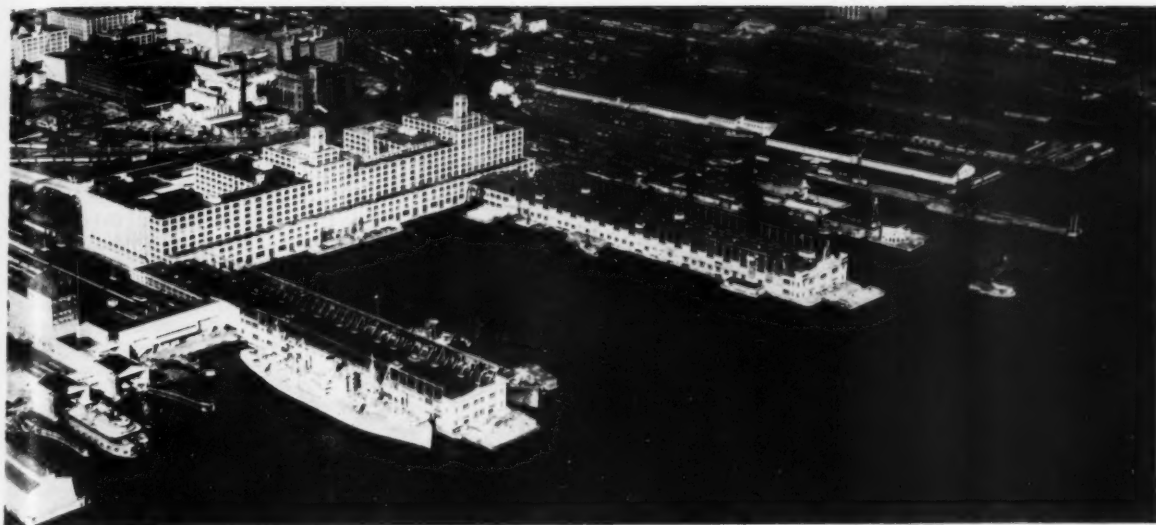
"With a nigger squat on her safety valve,
And her furnace crammed, rosin and pine."

Today, cargo traffic on the rivers and canals supercedes anything thought possible in the old days. Addressing the special session of the National Rivers and Harbors Congress, in November, 1941, George E. Talmage, Jr., former Director, Bureau of Water Carriers, Interstate Commerce Commission, explained that, "In . . . 1939 the total rail traffic . . . of the United States considered as one system amounted to approximately 955,000,000 tons, whereas the total tonnage moved by water amounted to 569,000,000 tons. In other words," continued Mr. Talmage, "water transportation, while not the full equal in size, was a pretty lusty brother." Some idea

Courtesy, The Ingalls Shipbuilding Corp.



The Diesel-powered twin screw towboat "St. Paul Socony" serving Socony's petroleum distribution service on the Ohio, Mississippi, and Missouri rivers.



FAIRCHILD AERIAL SURVEYS, INC.

HARBORSIDE TERMINAL

WHERE RAIL AND WATER MEET

*Outstanding
in the Port of New York*

GEARED AND EQUIPPED TO MEET PRESENT DAY DEMANDS

Modern, fireproof construction, sprinklered throughout—standpipe system and company fire brigade.

Over 3,000,000 cubic feet of Modern Cold Storage space including cooler, freezer and sharp freezer. Ventilation and humidity control.

Manufacturing space: large or small areas, well lighted and ventilated, live steam, water and power.

Direct connection with Pennsylvania Railroad and with all other lines via lighterage; 32-car placement at one time.

**STORAGE-IN-TRANSIT, TRANSSHIPMENT, DISTRIBUTION
POOL CAR SERVICE, GENERAL WAREHOUSING, BONDED STORES**

**THREE MINUTES BY HUDSON TUBES TO LOWER NEW YORK;
8 MINUTES TO HOLLAND TUNNEL AND TRUNK HIGHWAYS**

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R. B. M. BURKE, EXEC. VICE PRES.

of the increase in cargo traffic on just one of the arteries of the inland waterway system may be seen in the figures for the Ohio River. From 14,300,000 tons in 1932, the traffic steadily increased until it more than doubled at 29,600,000 tons in 1940. For the first 6 mos. of 1941, the Ohio River Traffic showed a 37.7 per cent increase over the same period in 1940. For the Mississippi System as a whole, there was an increase of 166 per cent in the 13 yrs. from 1926 to 1939. The 1941 barge tonnage into and out of the Twin Cities passed the million mark for the first 10 mos. of 1941, a considerable increase over the entire previous year.

This intense activity on the inland and coastal waterways; the increased tonnage and longer tows; have demanded larger and more powerful equipment. It is nothing unusual today for barges to be 195 or 200 ft. in length, and, recently, the American Bridge Co. built a fleet, each barge being 280 by 48 by 11 ft. The tow boats, too, are being designed to "take on" heavier tows, in which there has been a tendency towards the use of Diesel power. As an example, there are the "Ashland" and her sister ship "The Paul Blazer," built by the Calumet Shipyard and Dry Dock Co. of Chicago for the Ashland Oil and Refining Co., Ashland, Ky. The propulsion of the Ashland is by twin 805-hp. Fairbanks-Morse 7-cyl. Diesels driving twin 3-blade propellers. She is the largest river towboat ever built in the Chicago area. She includes many of the appointments of an ocean-going luxury liner, and actually sets a new standard in modern towboat design.

Long Tows

Another powerful, pusher-type towboat put into service during the past year, is the "Anker L. Christy" flagship of the Pure Oil Steamship Co. river fleet. The Christy, designed for transporting petroleum products on the Mississippi, Ohio, and Tennessee Rivers, and other navigable inland water-

ways, is a triple screw, Diesel-powered craft with three 400-hp. Cooper-Bessemer engines.

Long towing trips, largely necessitated by the demand for huge tonnages of petroleum products, has become commonplace. Cargoes from Texas are taken to upper Ohio River ports for transshipment to the East. Steel pipe from Pittsburgh mills is sent "down the river" for use in the construction of pipe lines. To cite one instance, pipe originating in the mills of the National Tube Co. at McKeesport, Pa., was loaded onto barges and shoved down the Monongahela, Ohio, and Mississippi rivers, and then towed up the Old, Red, Black, and Quachita rivers for delivery at Monroe, La.

Transshipments

The transshipment of cargoes from rail to barge and barge to rail is resorted to at many points. A large cement manufacturing company utilizes the close proximity of rail siding and waterway to unload cement from rail cars directly into barges by means of a portable pumping system. These barges then transport their cement cargoes to terminal silos and packhouses where they are unloaded by a permanently installed stationary pumping system.

The year 1941 was also notable for the construction of new barges, most of which have been used for carrying liquid cargo. Barge building yards have worked at full capacity. Coal barges too have been in great demand. Much of the increase in barge shipments up the Mississippi and the Ohio rivers last year was due to the transportation emergency occasioned by the lack of tankers to move oil from the Gulf Coast to eastern markets. The development of new types of inland waterway boats, which will permit the movement of greater loads per trip, is being undertaken so that oil can be sped up the Mississippi. One such boat is the Minneapolis Husky, a self-propelled barge built in 1941, having a liquid capacity of 13,500 barrels.

Plying Lake Michigan is the new deluxe all steel ferry "City of Midland" owned and operated by the Pere Marquette, making its runs between Ludington, Mich., and Manitowoc, Wis. This ferry is a boon to those shippers who wish to avoid the long trip around Lake Michigan, by having their products ferried across the lake. Besides carrying loaded freight cars, she carries automobiles and passengers. Because of the heavy lake traffic, this ferry operates every day of the year, Winter and Summer. For that reason it has a forged steel stern with extra heavy bow plates and ribs to enable her to break a path through lake ice when necessary. Her motive power is supplied by two 5-cyl. 3,000-hp. Skinner marine uniflow steam engines, said to be the largest of their kind in the world, capable of furnishing a speed of 18 m.p.h.

Of great help to river navigation have been the 3 ice breakers on the Illinois River. So far this year, only about a week, early in January, has been lost through ice blockage, as compared with 35 or more days in past years. The boats used and operated by the coast guard, were not designed for ice breaking, but they did a fair job. Next year the coast guard expects to have specially designed ice breakers in operation, so that there will be little, if any, interference with navigation by ice.

Erie Canal

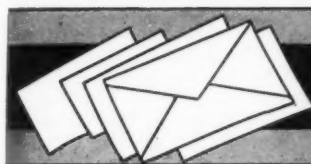
In speaking of inland waterways, some mention must be included of the New York State Canal System. By converting the old Erie Canal into a modern inland waterway, with electrically-operated locks and other up-to-date navigation devices, there is offered to the shipper a combination of rivers, lakes, and canals, linking the Hudson River, the Great Lakes, and the St. Lawrence River — nine times longer than the Panama Canal, and with locks as high. This improved waterway carries in the

(Concluded on page 63)

The towboat, "Anker L. Christy," of the Pure Oil Steamship Co. Rubber fenders on the towing knees absorb the impact of sudden pressures.

The "Ashland," one of the largest towboats to be built in the Chicago area.





LETTERS TO THE EDITOR

For obvious reasons, names of persons or their companies are not published unless permission is specifically given *DandW* for so doing. Such information is desirable in this department and so we ask contributors to please cooperate.

Who Collects on Damages, Buyer or Seller?

OUR company pays the freight on goods shipped to us. We sell the goods, deduct our commission and the freight charges and send the difference to the shipper. Can we collect reparation on these freight bills if we can prove damages, or is it only up to the one who bears the freight charges that can do that?—*Reader*.

Answer.—The person who stands the cost of freight is the one who has the right to file for reparation. As an example, if the X company ships f.o.b. point of manufacture and yet prepays the freight, but bills the consignee for the freight, the consignee is the one actually paying or standing the freight and it is he who has the right to file for reparation.

Goods Transferred to Another Truck in a 2nd State

WE are transporting our commodities in our own truck from one State to another. After bringing the goods into the second State, we give them to a commercial hauler for distribution within the same State. Is that movement within the second State intrastate or interstate?—*Reader*.

Answer.—Regardless of the means of transportation from the point of origin to destination, it is the intention of the shipper at the time shipment is made that determines whether it is interstate or intrastate.

Rate Adjustment Would Improve Container Sales

DUE to the difference of rates on certain commodities, according to the container they are shipped in, our company is losing sales for baskets. Can our company attack a rate that gives preference to a commodity shipped in crates for the same commodity shipped in baskets, even though my company only sells the baskets, but does not ship in them?—*Reader*.

Answer.—While you can file for a rate adjustment or an application for a lower rate, it would seem that the actual shipper should file application for a lower rate. The shipper would have much of the data in his possession that is necessary in order to convince the various rate committees that an adjustment is necessary.

Use of Truckman Holding No I.C.C. Permit

WE have been using the facilities of a local truckman for many years to handle our merchandise. This merchandise is of such nature that it requires specialized equipment and trained personnel to handle it. Since these deliveries are outside of the metropolitan area, we wonder whether we can use this truckman, even though he holds no permit from the Interstate Commerce Commission.—*Reader*.

Answer.—Under the provision of the Interstate Commerce Act, you cannot use the facilities of a carrier not licensed to operate in an interstate move. Further-

more, it is definitely a violation on the part of the carrier to operate interstate without a permit from the I.C.C.

The Interstate Commerce Act was passed for the regulation of carriers, but by the same token, carries penalties for violations of the Act by the shipper. In part, the penalty is this:

"SEC.222(a). Any person knowingly and wilfully violating any provision of this part, or any rule, regulation, requirement, or order thereunder, or any term or condition of any certificate, permit, or license, for which a penalty is not otherwise herein provided, shall upon conviction thereof, be fined not more than \$100 for the first offense and not more than \$500 for any subsequent offense. Each day of such violation shall constitute a separate offense."

Canada Comes to D and W

"AS Canada is considering the need for analysis of Warehousing facilities across the country and we expect to be asked to contribute to the method of so doing, would you kindly favor us with a copy of the questionnaire recently sent to us for listing in *DandW* for the coming year?

"The questionnaire seemed to be so complete that it would guide us to have a copy of this and be of considerable help."—E. P. Carr, The Howell Warehouses Ltd., Toronto, Ont., Canada.

Editor's Note: *DandW* is happy not only to supply the questionnaire requested above but also a copy of the questionnaire sent out by the U. S. Census Bureau last year for a similar purpose. In addition, we are offering to supply a copy of our list of Canadian warehouses to be checked against other lists that may be available.

Mechanics, Loaders and Helpers Exempt from Overtime

Mechanics, loaders, and drivers' helpers are included with drivers as the employees of common and contract carriers engaged in transportation in interstate commerce whom the Wage and Hour Div. considers exempt from the overtime provisions of the Fair Labor Standards Act.

This announcement was made by L. M. Walling, Administrator, in releasing a revised edition of the Division's interpretative bulletin dealing with the application of the Wage-Hour Law to employees of motor carriers.

In the previous edition of the interpretative bulletin, the opinion was expressed that only the drivers were subject to exemption from overtime. The I.C.C. has made a finding that mechanics, loaders, and drivers' helpers also affect safety of operation, thus subjecting these employees to hour regulations of the I.C.C.

Mr. Walling emphasized, however, that the overtime exemption does not apply to mechanics, loaders, and drivers' helpers employed by private carriers. These employees, if covered by the Act must also receive the overtime rate of time and one-half.—*Manning*.

Our Vast War Effort Calls for

FULL UTILIZATION

OF OUR

INLAND WATERWAYS

MAXIM M. COHEN, manager of marine traffic and sales, North Pier Terminal Co., Chicago, herewith points to glaring problems in waterway transportation on our inland rivers and the Great Lakes that must be corrected before full utilization of equipment can be maintained.

Barges on the rivers and ships on the Great Lakes are carrying payloads only in one direction. This is a waste that the Nation can ill afford, especially at a time when the railroads are heavily burdened.

Shippers, he states, are to some extent responsible for this situation by placing too much emphasis on the time saved with rail service. In many instances, waterways mean only a loss of one or two days. If they don't relieve the rail situation, the burden created may force strict government control.

THE first World War found the United States inland waterway system in a deplorable condition. Rivers, canals and other similar routes of transportation had been neglected and it was difficult to visualize any large and extensive use of these facilities. It was not, however, until several years ago that our inland waterway routes were national assets capable of functioning to the end that they would serve practically all portions of the United States.

When one considers the expanse of our inland waterway system and its relationship to the Great Lakes, a map of our country will quickly indicate how these natural arteries bisect our country, dividing it up into units, and in some form or another touch many of our States. We have today an inland waterway system that will aid transportation nationwide.

We can all recall our misbelief of early developers of these waterway systems who stated that our Gulf and Atlantic seaboards could be attacked by enemy ships, with a consequent handicapping of transportation in those areas. This misbelief today has gone; our inland

waterway system is really functioning as an auxiliary to our regular ocean transportation and the Mississippi, Ohio and their tributaries are considered just as essential to the prosecution of the war as the Panama Canal. These rivers are capable of carrying enormous tonnages; their capacity has not even been "scratched" and is only limited to available barges.

All of our national systems must be used—each fits in its own general sphere. However, events have shown definitely that the inland waterway system can and must be used to ease the burden on rail transportation.

The pressure for quick transportation for the movement of finished products will be enormous. However, with shipping space for our armed forces and our allies limited, it is going to be imperative that every ounce of available space be utilized to its utmost capacity. I repeat, therefore, that much more use must be made of our inland waterway facilities.

Certainly there is no reason why grain should not be more generally handled on our rivers. This would release box cars for hauls across the nation, made scarce because of the elimination of intercoastal carriers.

Major barge operators on our inland waterway system have long recognized the fact that their units must function through various cooperative measures in order to iron out difficulties amongst themselves. It is gratifying to note how they are interchanging their barges with towboats owned by other operators so that there is a minimum of waste of transportation effort. This interchanging of power has become very pronounced, especially between contract operators. The Federal Barge Lines, for example, has advocated the interchange of barges with other carriers to the end that transfer of commodities be eliminated. Here is a vital problem that can draw a parallel from rail transportation. No one can visualize a box car having its contents transferred on the main line of an adjoining railroad. The pressure of every-day evidence is becoming so great that changes and methods which in the ordinary course of time would take years to accomplish, must be put into effect overnight.

It is folly for our government to anticipate that barge carriers can increase their carrying capacity without giving them an opportunity to secure new barges. The amount of steel necessary to construct one of these barges is not great, especially when one contrasts it with the amount of steel and other materials necessary to build the same number of freight cars. Mass methods of production with modern machinery permit the construction of such barges in very short time.

Let's consider, for example, the hauling of petroleum products. Here is a commodity which originates either adjacent to inland waterway systems now working, or, in such localities where very short hauls to these major rivers can be made. Our inland waterway system can reach as far East as Pittsburgh. Given the proper number of barges, in a short while this system could minimize the drain on present rail requirements, and

by distributing petroleum products from Pittsburgh, reach into many vital points in the Northeast. Such a move would quickly shorten the length of haul of available rail cars. Storage facilities could be constructed on these rivers, and, incidentally, such facilities offer a very vital improvement over storing vast quantities of petroleum products along our seaboard where they are more exposed to "hit and run" bombing.

Large shippers of bulk commodities, originating in the South, such as sulphur, are finding it imperative to use the waterway system. Their requirements for barge transportation will be extensive and it will undoubtedly be necessary for Washington to allocate tonnage to properly take care of this and other Northbound movements.

No sound transportation policy can be built without using equipment to its maximum extent; hauls must be made in both directions. The rails are set up to accomplish this, but in the case of waterways, barges for the most part are carrying loads only in one direction. It is therefore evident that barge operators cannot have a healthy growth until they equalize their barge movement. It seems incredible that some policy in this respect has not been exercised. Surely there should be no occasion for dozens of barges leaving Chicago every week for Southbound movement without being utilized. The same is generally true of Ohio River movements, and if after a given length of time these facilities could have moved millions of tons Southbound, someone is going to have to answer for such waste. Our nation cannot afford such a loss.

Washington at Fault

The experience of many operators is that no particular consideration has been given by any vested authorities in Washington as to the tonnage potentialities that exist in water facilities. Perhaps these men have been so "rail-minded" that they have lost consciousness of the fact that much tonnage can move by water.

On the Great Lakes the pattern of this war follows very closely the efforts and experiences of World War I. The types of vessels utilized on the lakes are standardized and the tonnage they carry, of certain specific types. It was fairly easy in the first war to coordinate general efforts and in our present war it is becoming evident that all facilities will have to be "pooled" for

Maxim M. Cohen



the general good of everyone. This pooling of facilities will place the responsibility for the movement of essential war commodities such as ores, coal, etc., in vested hands, and can, if properly carried out, assure adequate transportation to everyone.

It would certainly be foolhardy to have one mill suffering for lack of ore because of limited transportation facilities, and, another mill to have more ore than it requires for a given period of time. On the lakes, loading docks as well as unloading facilities have for years been standardized so that it becomes possible to interchange such vessel equipment. Pooling of such transportation facilities will likewise eliminate considerable friction and permit the vessel operator to work in a manner that will allow a maximum use of his facility.

The number of operators on the lakes is limited by the very nature of this business, and here we will witness the mass use of a facility that will and must carry unprecedented volumes of business.

When one begins to realize the capacity of the Soo Canal and estimate the tonnage moving through it in comparison with other canals all over the world, the fact stands out that this tonnage reaches almost astronomical figures.

(Continued on page 79)





dmirri Kessel

U. S. shipyards will be launching 3 merchant ships a day before the end of 1942, under a building program that calls for 8,000,000 tons of new construction this year and 10,000,000 tons in 1943.

By J. Seward McCain

Business Publishers International Corp., New York City.

LATIN AMERICA

Proving Ground for Streamlined

WHEN a veteran exporter thinks of Latin America as a market for products "made in the U.S.A." it is apt to be in terms of the past. For the past is a known quantity, whereas the future is unrecorded and the present is conditioned by a war that divides the entire world into 2 camps.

In the past, Latin America has been a good market, although its total purchases were limited by a number of economic factors. The imports of 17 leading Latin American republics amounted to \$1,694,850,000 in 1938. The United States was the leading supplier, furnishing 32.6 per cent of the total volume with substantially more than half a billion dollars as its share.

Germany, with its barter program, was in 2nd place with 15.4 per cent and the remainder was

rather widely distributed over other supply sources, mostly European. Of the shipments from the United States a large proportion was carried in vessels of foreign registry.

U. S. Source of Supply

Since the war has made a battle zone of the Atlantic Ocean, Latin America has been blockaded from Europe and Asia. The United States has come to be the only dependable source of supply for the Western Hemisphere. Demand from the republics of Southern America exceeds available goods and shipping facilities. The value of U. S. goods sold to Latin America during the first 9 mos. of 1941 exceeded \$661,550,000. Prorating this on a 12-mo. basis would indicate a volume of \$800,000,000 for the year but at least one eminent

authority estimates the 1941 total as considerably more than a billion dollars. Yet this is not enough.

The Hemisphere Policy of the United States Government—a potent blend of good neighborliness and self-interest—will compel us to increase this traffic (under naval convoy if necessary) as fast as we can build the ships and make the goods under our huge war production program. Latin America is vital to our safety and must be provided for even if it cuts into our own domestic reserves.

This is the situation today, admittedly an abnormal one because the war will not last forever. Foreign traders are concerned with the future. How will peace affect international business?

There is substantial evidence to support the view that after the war is won, United States foreign

trade will surpass anything we have known in the past or, indeed, anything we dared hope for even as recently as a year ago.

If this interpretation is correct, Latin America will be the region where the earliest benefits will be realized. Most of the factors that influence this forecast are not new. The expansion of commerce will come from a change in world economics and realistic measures of adjustment rather than from any newly discovered or recently created wealth.

Latin America is fabulously rich in natural resources, but a complex of conditions has retarded their development. One example will serve to illustrate a condition that is characteristic:

It is reported that the Dominican Republic, one of the smallest and friendliest of the Southern nations, is in a position to supply a million tons of raw sugar to the United States. Ordinarily, sugar represents 65 per cent of Dominican exports. Sugar shipments are the index of Dominican prosperity. The sale of a million tons for U. S. dollars would enable the republic to buy our manufactures, promote desirable public works, and raise the living standards of the population.

Meanwhile, the United States suffers from a sugar shortage. The newspapers report that sugar rationing is to be postponed because there is not enough sugar to ration.

than is permitted to him under General Preference Order M-55 as amended, which restricted use or resale of refined sugar. This places manufacturers using raw sugar on the same basis as those using the refined product."

There are 2 factors today that obstruct the transfer of sugar from the Dominican Republic to the United States. One is economic, a matter of tariff and finance. The second is military and has to do with the allocation of cargo space and the employment of production facilities. Termination of the war will cancel out the second and most important limiting factor and preparation has already been made for elimination of the first.

Sugar Not Only Surplus

This surplus of useful commodities is by no means limited to Dominican sugar. Argentina is generally considered to be one of the most advanced nations in South America. The editor of a prominent New York technical journal during a tour of inspection of Argentine industrial plants in January, 1942, reported to his home office that he had observed that "quite a few boilers in the power plants are fired with corn instead of anthracite."

Argentina has a coal shortage but it has corn to burn. In many

invaded countries abroad, that corn would bring welcome relief.

Likewise, in many parts of the world the scarcity of coffee has enforced the use of adulterated coffee or coffee-substitutes as beverages. Yet it is only a very few years ago that Brazil was dumping shiploads of coffee into the ocean because it was unprofitable to sell it.

These were food products, ready for consumption, and they are not the only examples that might be cited. But it is in the realm of potential wealth—rare minerals still in the earth; timber and rubber in the forests—that the greatest significance is shown.

Mining occupies a leading position among the basic natural resource industries of Latin America. There are more than 1,000 mining operations, ranging from the primitive to some of the largest and most modernly equipped in the world.

It is a matter of common knowledge that these mines produce, approximately, half of the world supply of silver; one-quarter of the tin and copper; 16 per cent of the lead; 13 per cent of the zinc; and millions of ounces of gold. Less generally understood are the newly projected operations to recover

(Continued on page 87)

CA

Foreign Trade

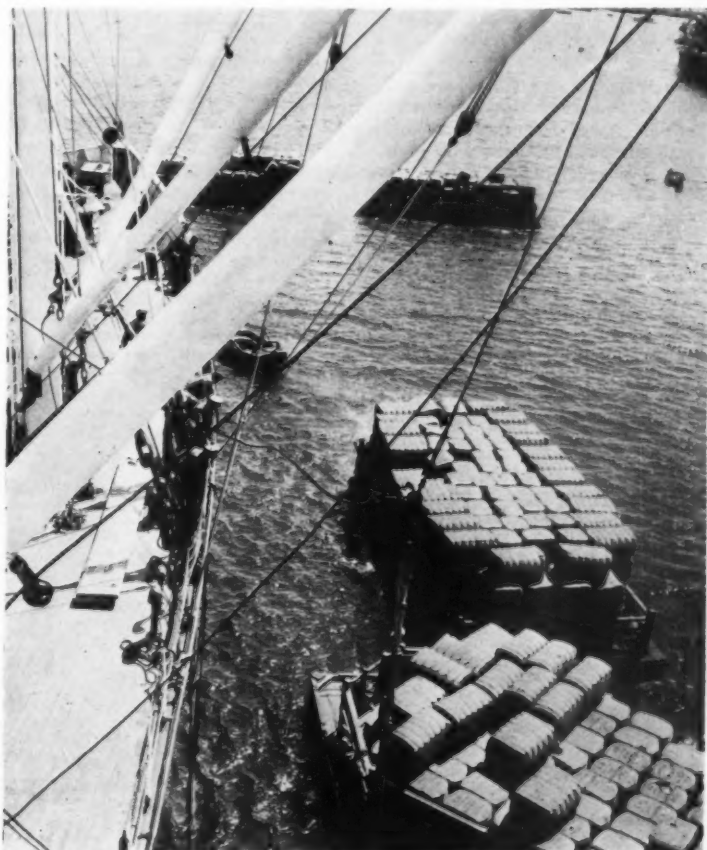
Our entire 1942 supply of 2,567,368 tons has been divided between American refiners under an allotment plan "to assure equitable distribution of supplies for the forthcoming rationing program." A dispatch from the *Herald-Tribune Bureau* on Feb. 14 summarized the order of the War Production Board as follows:

"No person other than a refiner or manufacturer or an agent may purchase, import or accept delivery of raw sugar during 1942.

"No refiner may purchase, import or accept delivery of more raw sugar in 1942 than is allotted to him by the W.P.B.

"No manufacturer may import or accept delivery of more raw sugar

Cargoes carried to Latin America in U. S. ships grossed 5,904,834 tons in 1938 when we had foreign competition. By 1940 this traffic had jumped 20 per cent to 7,002,270 tons. Tonnage for 1941 is held secret by the Maritime Commission as the information is considered of value to the enemy.



Lionel Green

"UGLY DUCKLINGS"—

HATCHED BY CONVERSION



Here a shipfitter and a crew foreman check the plans to make certain they properly locate a prefabricated section for a new ship, part of Uncle Sam's "liberty fleet."

UGLY DUCKLING is a misnomer for a merchant vessel built at top speed in a race to put more freighters to sea than the enemy can sink.

In World War I they were ugly indeed, and very few were sunk, because hastily constructed shipyards got into production too late. Most were launched after the Armistice, the majority in 1920.

But in this war, plant conversion and assembly line methods

make a sleek, one-funnel job, 441 ft. long and 57 ft. wide at the hips, and they make it quickly. Ugly Ducklings pour out of the inland and coastal plants in prefabricated sub-assemblies at the rate of one a day. Before the year is out, 2 a day will be splashing from the ways.

To make an Ugly Duckling, dump 3,200 tons of steel plates, girders, bars, angles and channels at one end of a prefabricat-

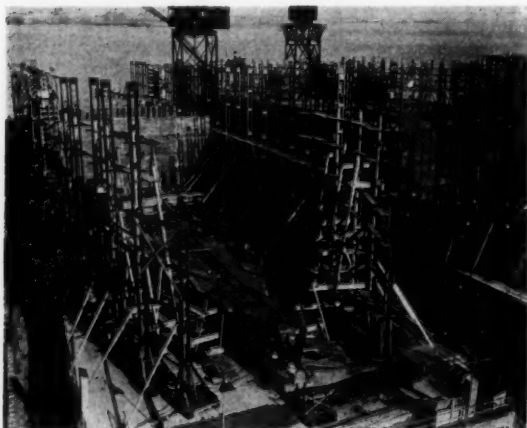
"Merchant vessels built at top speed in a race to put more freighters to sea than the enemy can sink . . . are pouring out at a rate of one a day"

OEM Photos by Palmer

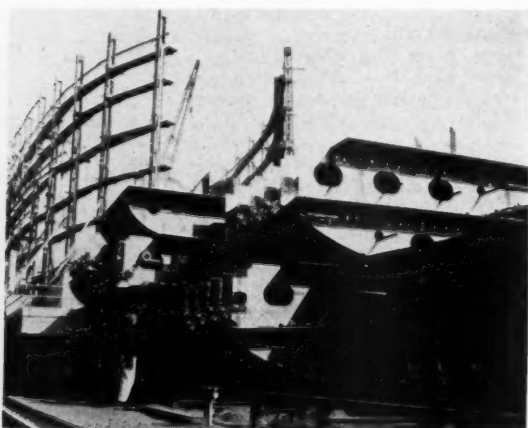
ing plant. Haul the stuff by overhead cranes down a production line to be cut, bored, punched, sized, shaped and welded. Then load each resulting sub-assembly on a freight train at the other end of the plant and send it down to the sea, each to be welded or riveted into place in a building ship.

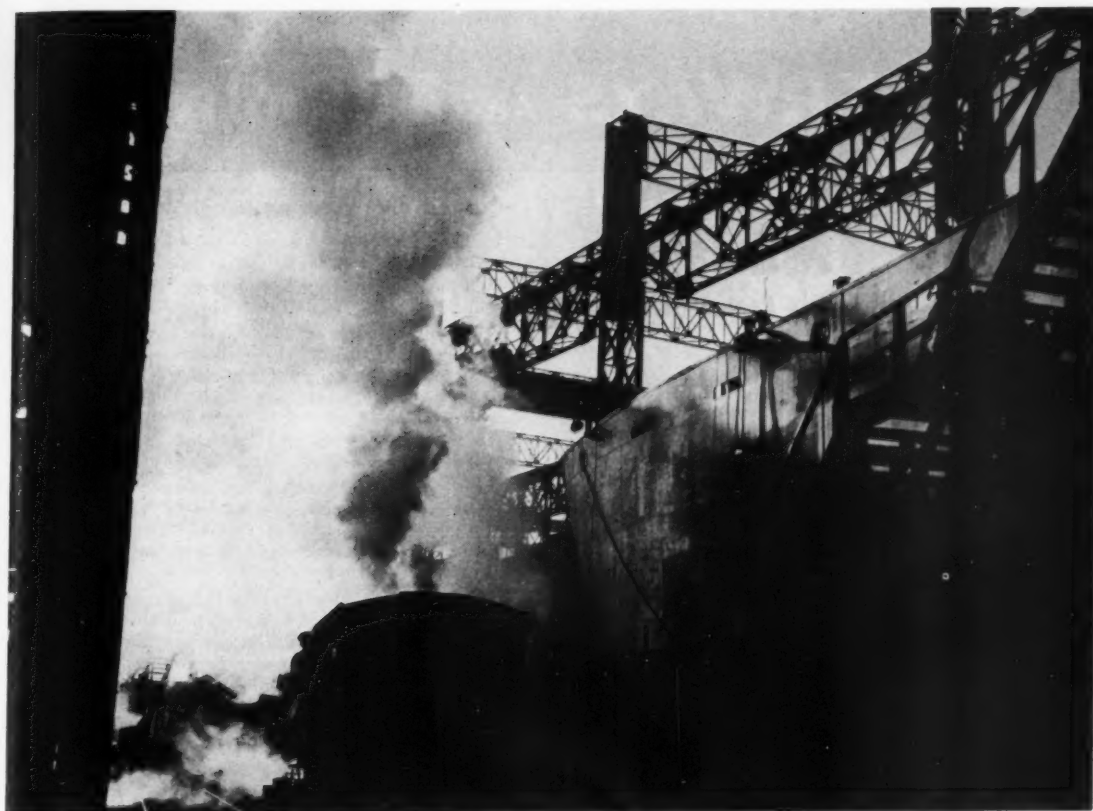
But first get a factory that can do this. Hog Island and its kindred shipyards had to be built before an hour's work began on ships in the last war. The shortest span between breaking ground for a shipyard and launching a vessel was 16 mos.

A new vessel has just moved off these ways, and the keel is being assembled for yet another in a large shipyard. The bottom and side shell plating and the inner tank sections are being assembled.



This midship section is nearing completion. In the background is a maze of scaffolding and cranes typical of the scene in many large American shipyards as builders work to make Uncle Sam master of the seas.





Between the ways of this large shipyard run tracks for flatcars carrying materials or sections to be hoisted onto the deck of ships under construction.

But now, by converting inland and coastal factories—such as the one described here—only 11 mos. elapse between awarding of the contract and christening a Duckling.

Because it is near the coast and a likely target for bombers and saboteurs, the name and site of this factory may not be mentioned; but, before it was abandoned to a maintenance crew 10 yrs. ago, it turned out freight cars. Leased in March of 1941, the plant was converted quickly and began work before June. With a nearby shipyard to assemble its bits and pieces, it turned out its first ship before Christmas—a record. Now it is making one a week, and before long it will hatch one every 3½ days.

All in all, this plant and its shipyard surpass 1919's Hog Island. They have more speed and less noise. Welders have replaced most of the riveters of 22 yrs. ago, who hammered out as much racket as our guns then banging at the Hindenburg line.

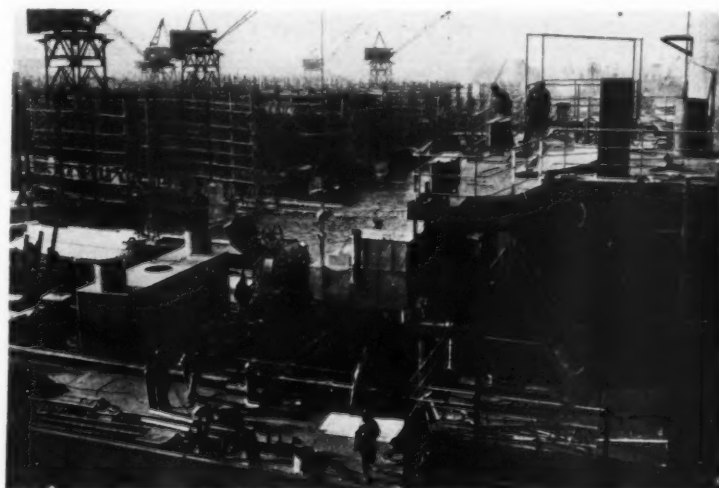
In 1941 and 1942, sound effects are muted.

When ship builders took over this plant last April, they cleaned house, evicted thousands of sparrows from the rafters of the 15-acre roof and moving machinery around to function like a streamlined auto plant. There was room to do it. The draughty, gloomy barn is 270 ft. wide and 1,620

long—the largest cargo ship shop in America.

By putting in new dies and cutting edges for tools already in the plant, almost all the machinery that had made freight cars was converted to the making of freighters. A 30 per cent increase in installations was needed, but most of them were second-hand.

(Continued on page 75)



Midship section of a liberty vessel nearly completed.

WATERWAYS AND TERMINALS

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New York, N. Y.

Committee Formed by Canal Operators

The Maritime Assn. of the Port of New York has announced the formation of a committee representative of the various units of canal transportation in New York State to work out a plan whereby matters of transportation affecting the N. Y. State Barge Canal system would receive adequate consideration.

Formation of this committee was suggested by Edward Clemens, director of the Division of Inland Waterway Transport of the O.D.T. At the time, Mr. Clemens stressed the importance of close cooperation between the canal operators and the O.D.T.

J. H. Muller, Transmarine Transportation Corp., was unanimously elected chairman of the group to be known as the Inland Waterway Operators of N. Y. Advisory Committee to the O.D.T. The personnel of the committee is as follows:

Canal barge operators: J. H. Muller; J. F. Herrman, Connors Marine Co., Inc.; W. E. Hedger, W. E. Hedger Transportation Co.; and H. H. Dwyer, Dwyer Lighterage, Inc.

Oil barge operators: Major J. H. Ross, Oil Transfer Co.; and Charles Kellers, McWilliams Blue Line.

Motorship operators: E. C. Denby, Erie & St. Lawrence Corp.; M. J. Cardillo, Michigan-Atlantic Corp.; and L. S. Martin, Federal Motorship Corp.

Deck scow operators: F. W. Barth, Murray Transportation Co.

Miscellaneous liquid cargo barge operators: H. R. Connors, Connors Marine Co., Inc.; and M. J. Cardillo.

Canal tug operators: F. J. Belford, Jr., Moran Transportation Corp.

Cargoes Start Moving March 16 On Great Lakes

Great Lakes shippers upset nature's usual schedule by a month by taking advantage of favorable waterway conditions and starting coal shipments March 16.

The first 1942 cargoes of lake coal left Toledo over the shuttle route to the Detroit area. This extraordinary pre-season start gave the Great Lakes shippers a great boost toward successfully meeting this year's war-expanded coal requirements. Ordinarily, the official date for opening the lake shipping season is April 15.

Only adverse weather conditions, such as a quick hard freeze or heavy gales, could prevent the ships moving, Secretary of Interior Harold L. Ickes said when he announced inauguration of the pre-season schedule.

At the same time, Secretary Ickes, the wartime Solid Fuels Coordinator, announced he had been advised by lake shippers and the railroads serving lake ports that empty cargo ships likewise were scheduled to "jump" the usual pre-season movement by heading out on March 26 from Toledo, Sandusky, Ashtabula and other lower lake ports to make their way as rapidly as possible through the thawing ice toward Duluth and other iron ore loading ports in the upper lakes region.

Secretary Ickes said he had been informed that the March 26 departure would set a new record in Great Lakes transportation. He explained that this movement along with the early coal shipments would "kill two birds with one stone," in that the early water movement would relieve the pressure of railroads and allow early movement of iron ore to the lower lake docks so that this vital product will be available for feeding to the nation's steel-manufacturing centers served through the lake ports.

W. J. McGarry, manager of the Ore and Coal Exchange, an organization maintained by the railroads for the purpose of regulating and facilitating movement of the enormous tonnage of bituminous coal transhipped at low lake points, advised Secretary Ickes that his organization had completed preparations for the early pre-season shipping.

Those engaged in handling the extraordinary 1942 plans are contemplating the heaviest movement of both lake coal and iron ore on record to meet the gargantuan war demands. Secretary Ickes said the shippers hope to exceed the 86,000,000-ton estimate of the iron ore scheduled for movement during the lake season.

The Lake Carriers Assn. and other groups cooperated with the Ore and Coal Exchange in planning the movements in the early shipping schedules.—*Manning.*

W. S. A. Cargo Routing Office

Both steamship operators and exporters expressed approval over the opening of the cargo clearance office at 45 Broadway, New York, under the joint control of the War Shipping Administration and the British Ministry of War Transportation.

All lines operating vessels to India, the Persian Gulf, South Africa and the Red Sea will have to submit proposed export bookings to the new office before confirming space allocation for shippers. It is intended to give essential cargoes first preference and at the same time keep trade moving to the utmost with available space.

Standard forms are to be provided by the lines on

which applications will have to be made for space. Details of description, consignee abroad, quantities, weight, etc., will have to be shown. Applications will be referred to the newly opened office and not until approval has been given will shippers receive confirmation of booking.

The requirement of written applications will prevent disputes over verbal or telephone reservations. It is understood that once an application is confirmed it will require delivery on the date mentioned.

The office is in charge of A. A. Alexander, general agent of the American President Lines, representing the War Shipping Administration. William Wright, former ship manager in the Far East for Dodwell & Co., is in charge for the British Ministry of War Transport.

The new procedure is very much like arrangements during the previous World War when the U. S. Government maintained an office at the same address for both import and export control. The principal difference was that individual shippers were required then to submit papers.

According to foreign traders, there has been some influence or favoritism in the assigning of space during recent months and they appear to believe that more equitable treatment will be received under the new arrangement. Shipping men, on the other hand, have expressed relief over the prospect of not having to withstand pressure when the demands of shippers are not met.

Identity Cards Go to 150,000 Port Workers

The U. S. Coast Guard has issued identification cards to about 150,000 persons whose activities bring them in contact with the waterfront in the N. Y. Port district. The cards are being issued at the rate of 3,500 a day at various stations in Manhattan, Brooklyn, Staten Island and New Jersey.

Although the cards are not yet compulsory, it is expected that the Coast Guard, the U. S. Custom Service and the N. Y. Police Dept. soon will set a deadline, after which all persons not in possession of such cards will be denied access to ships, piers, warehouses and other sections of the waterfront.

When Capt. John S. Baylis, U. S. C. G., Captain of the Port, began to issue the cards some months ago, it was estimated that from 400,000 to 500,000 waterfront workers, including seamen, longshoremen and teamsters would require this form of identification. Now there is talk of cards being issued to at least 1,000,000 persons in this area and it has even been suggested that the government make the movement nationwide, so that everyone can be identified readily.

The cards bear the photograph and fingerprints of the holder. Photographic machines have been installed at the various stations where applicants also are fingerprinted. Harry M. Durning, Collector of Customs, is cooperating with Captain Baylis in the work of issuing the cards. The Civilian Defense Volunteer Office also is giving valuable assistance through volunteer typists and clerical workers.

Stations at which application forms and identification cards may be obtained include the Barge Office at South Ferry; the 9th Regiment Armory, 125 West 14th St.; 201 Varick St., all Manhattan; New York Dock Co., Building No. 14, Commerce St. and Commercial Wharf, Brooklyn, and 33 Newark St., Hoboken, N. J.

Rejection of Delaware-N. Y. Canal to Be Appealed

It has been announced by J. Hampton Moore, president of the Atlantic Deeper Waterways Assn., that a report of the board of reviews, U. S. Army Engineers,

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*Dependable
Weekly Sailings
Serving:*

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Louisville	Helena
Memphis	New Orleans
St. Louis	Cairo
Evansville	Baton Rouge

*Joint Through Rates
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Carriers*



Towboat "Louisiana" with tow of barges on the Mississippi.

BE WISE AND ECONOMIZE—ROUTE "WATER"
GENERAL OFFICES—1017 Olive St., St. Louis, Mo.

Jarka Great Lakes Corporation

611 Water Street, Toledo, Ohio

Toledo's only warehouse having combined waterfront and railroad facilities with transit privileges.

**TERMINAL OPERATORS
STEVEDORING**



rejecting a project to build a canal across New Jersey to connect the upper Delaware River with New York Harbor, will be appealed.

"The agitation to complete the waterway will continue," he said. "If we had our canal now we could use barges and small craft to carry munitions, food supplies and other necessities despite the ruthless warfare against our seagoing transports conveying oil, sugar and other necessities."

New York-Montreal Service to Resume

Resumption on or before May 1 of the "safe" inland water service of the Davis Transportation Co. between New York and Montreal, via Lake Champlain, has been announced in Montreal by Guy Tombs, Ltd., Canadian operators of the service, and schedules are now being drawn up.

The U. S. agents are Daniel F. Young, 8-10 Bridge St., New York City. The New York consolidation shed

is Butler's Warehouse, 2-4 Degraw St., Brooklyn. The Montreal terminal is Shed No. 1, 58 Colborne St., Lachine Canal.

Six Diesel vessels, all classed at A-1, will be employed in the service. They have a cargo capacity of 225 long tons each (cubic bale space of 16,800 ft.). Their length overall is 113 ft., and 5 of them have 3 cargo hatches, the other having 4.

Three to 4 sailings per week are contemplated until late in November. The average time from New York to Montreal will be 2½ days. Last season, the company's vessels made 118 round trips as compared with 87 in 1940.

"Although the service is primarily between New York and Montreal," the notice said, "freight will be accepted on prior arrangements for St. Johns, Chambly, Sorel, Three Rivers, Donnacona, Quebec, and points on the Ottawa River. As before, there will be prompt overside connections at Montreal for Toronto, Hamilton and other Ontario ports with the Canada Steamship Lines and the Tree Line Navigation Co."

Freight rates, both import and domestic, carload and less-than-carload, include marine insurance and Lachine Canal (Montreal) wharfage. Direct connections will continue to be made with the steamship lines serving New York, thus avoiding lighterage and extra handling.

Favors \$100,000 for Canal Land

The Senate, by unanimous vote, approved a bill permitting the State of New Jersey to spend up to \$100,000 to purchase rights of way for a canal across Cape May Point. The bill, backed by Governor Edison and the War Dept., is sponsored by Senator Scott of Cape May.

A companion bill makes the Dept. of Commerce & Navigation the State's agency to acquire title to property needed.

The canal will provide an important link for the State's inland waterway in peace time, but the War Dept. is interested in getting "mosquito" boats and other light craft in and out of Delaware Bay without delay.

The canal will be dug across a section of the point where the elevation is low and it is expected it can be put in use within about 6 mos. after work is started.

Inland Waterway Bulk Oil Move Studied

Harold L. Ickes, petroleum coordinator for national defense, is reported investigating the possibility of assuming authority over the inland waterways bulk oil carrying traffic. The coordinator is understood to be contemplating this action as a further step in integrating the handling of petroleum and its products from well to consumer, particularly in view of the stringency in oil transportation facilities resulting from coastwise tanker sinkings and re-routings.

Speculation centers on the question of possible conflict in such a move by the coordinator with the authority of the Office of Defense Transportation. Joseph B. Eastman, Defense Transportation Commissioner, recently defined his office as having been created to centralize responsibility of the government for general transportation performance and to provide leadership for the carriers for the government in its dealings with them and for the shippers and passengers.

This move would involve taking over all the bulk oil carrying barges and their towboats on rivers and lakes.

Much attention is being given the barging of oil up the Mississippi and Ohio Rivers from the Gulf to Pittsburgh since the Atlantic coastwise submarine hazard became serious some weeks ago. There now is a sharp demand for barge facilities and the supply evidently is far below the potential aggregate of usage.

Centers of the river oil barge traffic like Pittsburgh and New Orleans are keenly interested in this report.

C. A. T. Line Service Discontinued

The Canada Atlantic Transit Line has announced that its differential service from Depot Harbor to Chicago to Milwaukee will not be operated in the 1942 season. Since 1892 the line has operated without interruption. Last year the steamers Dalwarnic and Canatco were sold by the C. A. T. Line to the Canada National Steamships, Ltd., and these vessels were removed from the Great Lakes for ocean service. This left only the steamer Arthur Orr and an old unused steamer Kearsage, in the C. A. T. Line. It is understood that negotiations are under way for the sale of the Kearsage and that very likely, the Arthur Orr will also be put up for sale.

Boston Hearing on Water Freight Charges at Piers

The U. S. Maritime Commission opened a hearing in Boston, March 23, to investigate rates and charges in connection with the interchange of freight with water carriers at piers at the Port of Boston.

The investigation is to determine whether services, rates, and practices are in violation of any provision of the Shipping Act, and to determine what action should be entered, should violations exist.

Respondents will be the New York, New Haven and Hartford Railroad, Boston and Maine Railroad, the New York Central Railroad, Boston Tidewater Terminal, Inc., Dept. of Public Works of Massachusetts, Mystic Terminal Co., and Wiggin Terminals, Inc.—Manning.

War to Absorb All Ships, Says Lee

Commander Robert C. Lee, vice-president of the Moore-McCormack Lines, declared at the New York Export Managers Club's "get-together" at the Hotel Pennsylvania, March 10, that little, if any, attention will be given the problem of providing transportation facilities for commercial cargoes until military requirements are met. He warned the 1,000 exporters that the war will take the full tonnage output of 18,000,000 tons that is to be created. He also stated that although the "absolute obligation" to maintain Latin-American trade exists, there will be very little tonnage available for it during the next 18 mos.

"Rightly, no one gives a hang whether you export managers have any facilities to carry on your business or not, or whether we have any ships to carry your freight, and that situation is going to continue for the duration," Commander Lee continued. "Just to hold our present far-flung battle lines is taking all of the equipment we have and then some. It is apparent that we are not holding the Axis but actually are taking a shellacking that no one ever thought this country would have to endure."

Commander Lee also stated that the first problem of the merchant marine is replacements and new tonnage, and the 2nd problem—complete utilization of every ship to its utmost lifting capacity. "There has been a lot of ship's time cruelly wasted in the past 2 or 3 mos. by carelessness and inexperience.—However, I think there are now being called into active contact with the shipping problem, men with shipping experience, and on account of that we will see a lessening of loss of ship's time on account of official ineptitude."

At a questions and answers session, attended by those interested in present-day transportation problems, it was brought out that there was some complaint over lack of proper settlement on cargo that never reached destination and which was lying on docks on the West Coast. In a number of cases, the merchandise had been paid for through letter of credit, had never been received nor the owner notified. It was also

stated that the banks that held the documents were at fault in not protecting the foreign buyer through insurance on same. Shippers also stated that something should be done to protect them when ships they were using were requisitioned by the Government at time of departure, with the consequent placing of their merchandise on the docks. In the case of redress on uncompleted trips, it was stated that some steamship lines had made refunds but that this was not general practice.

One speaker stated that there was a definite change in thinking at Washington from a defensive to an offensive state of mind. He predicted a big upswing in water material production and an increase by next June in the use of the country's income for carrying on the war from 33 1/3 per cent to 50 per cent of same. Washington, he stated, is making a real effort to retain the normal channels of trade, but as regards materials released for export, the WPB could be counted on to resist same, with more and more emphasis being placed on taking care of first this country's own material needs. So far, 25 scarce commodities for export have been allocated; more are promised in the near future. Certificates of necessity from the Western Hemisphere countries will be issued only when allocations have been made; no export licenses will be issued until a certificate of necessity has been given.

No Bills of Lading on Short Delivery

The Grace Line has instituted revised cargo delivery practices which, effective March 16, call for elimination of the issuance of bills of lading for short delivery cargo.

Under the revised plan, bills of lading will only cover cargo actually delivered to the company's dock or loaded on the ship. In the past it has been the practice of the company to issue bills of lading to cover short delivered cargo to save shippers the expense and trouble of letters of correction, or the necessity of taking out new sets of documents.—Herr.

Port Hueneme Facilities Taken Over by Navy

The Navy Dept. on March 12 took over by lease and purchase the entire facilities of Port Hueneme, which was opened as a commercial port by the City of Oxnard, Cal., about a year ago.

Purchase of an additional 1500 acres of land was also announced. Under arrangement with the Oxnard Harbor District Commissioners, the Navy on March 12 took possession of all harbor district structures, wharves and piers. Surveys have already been started for the construction of a naval base costing approximately \$4,500,000.

The sale apparently brings to a temporary halt the dream of Ventura County businessmen, manufacturers and ranchers for the development of a port which would handle intercoastal and trans-Pacific shipping. The Port of Hueneme is located about 60 miles north of Los Angeles Harbor.—Herr.

War Risk Rate Doubled on Lakes

Marine underwriters have doubled the war-risk insurance rate on shipments on the Great Lakes. The rate of 2½ per cent for each \$100 of cargo, which has applied on shipments confined to the Great Lakes since long before the war, was increased to 5 per cent.

Barge Shipment of Sugar from Cuba

According to reports from Washington, the W. P. B. looks with favor on a proposal that sugar be moved from Cuba to American ports on barges. The plan calls for towlines of barges powered by tugboats.

It is believed that the barges could make a short sea trip from Cuban ports to inland waterways of Southern Florida, whence they could be towed all the way to ports North of Cape Hatteras, at a minimum risk of loss by submarine activity.

One advantage would be that the movement could be effected regardless of the shortage of shipping, the effect of which has been to cause sugar to accumulate in Cuban ports.

New Orleans Active in New Canal Route

The New Orleans Commission Council adopted a motion urging the U. S. Board of Engineers "to act favorably upon immediate construction" of a new link in the Intracoastal Canal between New Orleans and Mobile.

The new link would be from the Industrial Canal to the Rigolets, along a route paralleling the Louisville and Nashville R. R. tracks, and would eliminate the present course of the Intracoastal Canal through Lake Pontchartrain.

Some time ago, shipping interests urged that the new link be dredged because the number of bridges along the present route and the sudden storms on Lake Pontchartrain result in losses of time and material and costly delays. The U. S. Engineers, after a survey, recommended the proposed new link as a defense measure. The motion, introduced by Acting Mayor Fred A. Earhart, objected to construction of locks at Chalmette, advocating that the Violet Canal locks be improved and utilized in the event the government sees fit in the future to construct an alternate route. It also suggested that the Violet Canal be straightened by dredging a new cut from Bayou Dupre to Proctor's Point.

Canal Completed to Corpus Christi

The completion and opening of the Intracoastal Canal of Louisiana and Texas to Corpus Christi, Texas, gives the Port of Corpus Christi a direct waterway connection with cities located along the distant reaches of the Mississippi River and other navigable rivers of the mid-continent area. The inauguration of service over the lower 565-mile link of the Intracoastal Waterway, whose full length of 1,006 miles extends from St. Marks, Fla., to Corpus Christi, will bring an effort which had its inception in August, 1905, to a successful conclusion. The Intracoastal Canal Assn. of Louisiana and Texas was organized in 1905 to give impetus to an idea broached in 1873.

Authorization for the extension of the Canal southward from Corpus Christi to serve the cities and towns of the Rio Grande Valley remains a vital part of the association's program, although it is realized that appropriations of funds to carry on the work may be deferred until after the present national emergency has passed. Authorization, however, for the Rio Grande section, at an estimated cost of \$2,500,000, is included in the pending Rivers and Harbors Bill. 5 barge lines have published all-water rates to and from Corpus Christi and have filed them with the I. C. C. These lines are the American Barge Line Co., Inc.; the Coyle Lines, operated by the De-Bardeleben Coal Co.; the River Terminals Corp.; the Union Barge Line Corp., and the Campbell Transportation Co.

New York City Piers Offered as Free Trade Zone

The transfer of the operations and the activities of the New York Foreign Trade Zone to Piers 72, 73, and 74, North River, was indicated when it was learned that the City of New York had offered zone authorities the use of these piers and that steps were being taken for the legislative action necessary for the transfer.

(Continued on page 71)

Personnel

Clem D. Johnston, of Roanoke, Va., widely known in the field of warehousing and distribution, and vice-president of the Chamber of Commerce of the United States, is now in active duty in the War Department as lieutenant colonel in the Ordnance Department.

A vice-president of the American Warehousemen's Assn., Col. Johnston's appointment makes available to the Army a broad background and experience in the storage and distribution field. Assigned to the Ordnance Department, he will have special duties in connection with depot planning for storage of ordnance materials.

Col. Johnston became vice-president of the United States Chamber of Commerce in 1937. He is a member of the Chamber's executive committee and was formerly a director. For 3 yrs. he was chairman of the chamber's committee on distribution.

The predominant business activity of Col. Johnston has been in the field of warehousing and distribution. He is operating executive of the Roanoke Public Warehouse, and president also of the Bristol Grocery Co., Bristol, Va., and the Williamson Grocery Co., Williamson, W. Va. He is an officer or director of a number of other organizations.

Col. Johnston is a graduate of Center College in Kentucky, where he was born, and from Harvard University.

In World War I he saw active service, and was a former officer in the Marine Corps Reserve, before being called to active duty with the Army.—Manning.

Horace C. Avery, president, Union Terminal Warehouse Co., Jacksonville, Fla., has been appointed a member of the Merchandise Warehouse Industry Advisory Committee by the War Production Board. Mr. Avery replaces Clem D. Johnston, now serving as lieutenant colonel in the Ordnance Div.

H. D. Crooks, Crooks Terminal Warehouses, Inc., Chicago, has been appointed civilian consultant at the request of Joseph B. Eastman, director, ODT. The appointment is as of March 1 and is understood to be as consultant to Colonel L. M. Nicholson, director of ODT's Division of Storage. With this new appointment, Mr. Crooks' position as dollar-per-year Warehousing Consultant in the National Defense Advisory Commission and in ODT since August, 1940, is terminated, effective Feb. 28, 1942.

W. J. Williamson, general traffic manager of Sears Roebuck and Co., Chicago, has been appointed a colonel and assigned to the new supply and distribution branch of the War Dept. He is on a leave of absence from his company and will be a deputy director of the transportation section in the division of distribution under General B. B. Somerville, the new supply chief. Colonel Williamson will have much to do with expediting and arranging the movement of food, clothing and other supplies to troops both in the United States and overseas. The entire supply and distribution unit is coordinated by Douglas MacKeachie, former War Production Board purchases director, who as assistant to General Somerville, is now No. 1 civilian in the War Dept.

Paul W. Brown, Sears Roebuck assistant general traffic manager since 1935, according to official announcement, will be acting general traffic manager until Colonel Williamson returns. Mr. Brown has been with the company since 1929, having started in the operating department and later being office assistant to T. J. Carney, then operating vice-president.

W. J. Williamson, general traffic manager of Sears Roebuck & Co., Chicago, has become general chairman of the National Management Committee conducting the 1942 Perfect Shipping Month campaign in behalf of the National Assn. of Shippers Advisory Boards. He

conducted the drives of 1940 and 1941. Mr. Williamson is a director of the National Industrial Traffic League, and chairman of its Classification Committee; a member of the Chain Store Traffic League and chairman of its Parcel Post and Express Committee; and a director of the National Council on Business Mail and chairman of its Legislation Committee. He is also a director of the Associated Traffic Clubs of America and Transportation Assn. of America.

J. A. Rice of New Orleans has been appointed traffic consultant and assistant at the New Orleans Port of Embarkation, according to the Army Quartermaster Corps. For 14 yrs. he acted as general manager for the Moore-McCormack interests, and prior to that served as port captain for Lykes Brothers. During the past 2 yrs. he has been associated with Waterman's Steamship Co. as district operating manager at New Orleans.—Manning.

Chester A. Webster who has become Eastern manager of Associated Warehouses, Inc., has been associated in traffic and sales work in New York for many years. His experience starts with the Colgate Co., where he spent 20 yrs. in its traffic department and for a number of years was its traffic manager. In this position, he supervised and maintained warehouse



Chester A. Webster

stocks in 83 cities. Later, he went with the Sugar Institute as auditor and inspector of warehouse stocks. Before becoming Eastern manager of Associated Warehouses, Mr. Webster was with the Luckenbach Steamship Co., where he specialized in wine accounts.

J. P. Dennis has become assistant traffic manager of the Texas Co., with headquarters at New York City. Mr. Dennis was formerly with the Northern Pacific Railway, St. Paul, Minn., where he was assistant to the traffic vice-president.

A. G. Gutsell and G. M. Hopke, formerly with the Minnesota Atlantic Transit Co., are now with the Great Lakes Transit Corp., New York.

M. E. Rough, formerly with the Weyerhaeuser Line, is now general Eastern freight agent, Fischer G. Dorsey interests, located at 90 West St., New York.

A. F. Lane has been appointed general manager, Boston Port Authority.

Ernie Vohs has been appointed Eastern traffic manager, Great Lakes Transit Corp., New York.

C. J. Walsh, general traffic manager, Doughnut Corp. of America, Baltimore, has been transferred to New York City. He was tendered a farewell luncheon by his friends.—Ignace.

Frank M. Cole, Radial Warehouse Co., Kansas City, Mo., has been re-elected president of the Kansas City Warehousemen's Assn. He has been president 13 of the last 14 yrs. Harry Dale, W. E. Murray Transfer & Storage Co., was elected vice-president in charge of the merchandise division; J. E. Perky, Perky Bros. Transfer & Storage Co., vice-president in charge of the household goods division; and Frank Wilkerson, Empire Storage & Ice Co., vice-president in charge of the cold storage division. L. J. Canfield was named secretary-treasurer. New directors: A. V. Cresto, Frank Wallace and Charles Daniel, Jr.—S. Smith.

M. D. McCarl, traffic manager and assistant manager of the Port of Oakland, Cal., whose resignation as secretary of the California Assn. of Port Authorities was not accepted by the organization, has consented to remain in office until the next annual meeting.—Gidlow.

Roger D. Lapham, chairman of the board of American-Hawaiian Steamship Co., also Frazer A. Bailey, executive vice-president, Matson Navigation Co., will serve on the new board of governors of the San Francisco Employers' Council for 1942.—Gidlow.

Wm. J. Gleason, a member for many years of the foreign freight department of McCormick Steamship Co., has been appointed traffic manager of the Kaiser Co., Inc., Richmond, Cal.—Gidlow.

A. E. Staley, president of the A. E. Staley Mfg. Co., Decatur, Ill., has become chief of the recently established Corn Products Section in the Food Supply Branch. The Section will deal with corn syrup, corn sugar, corn starch, soy bean cake or meal, soy bean flour, sorghum and dextrin.

W. F. Stiegele has become district supervisor at Ft. Wayne, Ind., of the motor carrier division of the I.C.C., succeeding H. E. Fairweather, transferred to the Indianapolis office as supervisor. Stiegele comes from Tulsa, Okla.—Kline.

Leo J. Coughlin, vice-president, Chain of Tidewater Terminals and Inland Warehouses, New York, has been appointed Chief of In-Transit and Reconsignment Depots in the Office of Chief of Transportation, War Department, Washington, D. C. He engaged upon his new duties on March 16, after having resigned his con-



Leo J. Coughlin

nections with all companies of the Tidewater group. During his service in Washington, Mr. Coughlin's duties will be taken over by the president, Walter B. McKinney, and other officials of the Tidewater organizations.

Martin Appointed President of Federal Motorship Corp.

At a recent meeting of the board of directors of the Federal Motorship Corp., New York, L. S. Martin, for 10 yrs. associated with the corporation as manager on the seaboard, was appointed president.

Mr. Martin will continue the operation of the 3 vessels in the coast, canal and lake trade from the main



L. S. Martin

office now located in New York. The main office of the corporation was formerly in Buffalo.

The capital stock and assets of the corporation were purchased on Feb. 10, 1942, by a syndicate of New York and Chicago interests.

Any previous publicity given the transaction has been entirely unofficial.

F. Martin has taken over the traffic work of the American Viscose Corp., Wilmington, Del., as a result of the death of S. G. Fisher, general traffic manager, notice of which is covered elsewhere in this issue. Mr. Martin is plant accountant of the company.

Stevenson Masson, partner of William H. Masson, Inc., is the new president of the Traffic Club of Baltimore. He succeeds J. A. Inglis. Other officers are: first vice-president, H. W. Schwartz, Bethlehem Steel Co.; 2nd vice-president, A. E. Blake, Isthmian Steamship Co.; 3rd vice-president, M. A. Myers, Canton Railroad Co.; secretary (reelected), J. O. Bromwell, American Sugar Refining Co.; and treasurer (reelected), J. B. Wilkes, B & O Railroad.—Ignace.

William Fullerton, president of the Illinois Motor Truck Operators' Assn., has been notified by John L. Rogers, director of the motor transport division of the Office of Defense Transportation, that he has been appointed a member of the temporary advisory committee for the Chicago area to represent the contract and local carriers along with William Winkler of the Cartage Exchange, who was appointed recently and is chairman.

I. B. Babcock, president and general manager of the General Motors Truck Corp., Pontiac, Mich., has been appointed a consultant to advise P. A. Hollar, recently made Acting Director of the Section of Materials and Equipment, under the ODT. He will advise on technical matters pertaining to replacement parts used in motor trucks. H. C. Davis, vice-president of Consolidated Motor Lines, Inc., New York City and Hartford, Conn., will advise on equipment and supplies for main-

(Concluded on page 91)

FROM The Capital

ODT Will Assist in Truck Pooling

Advice and assistance will be given to local business enterprises seeking to readjust local delivery services as a means of conserving trucks, tires, and other equipment and materials, the Office of Defense Transportation has announced.

Proposed plans for pooling deliveries, curtailing services, or other joint action may be submitted to the ODT for consideration and approval. Under an arrangement worked out by the ODT and the Dept. of Justice, the ODT will submit all such plans to the department for clearance as to their legality under the anti-trust laws.

Pending the establishment of field offices by the ODT, proposed plans should be submitted in written form to John L. Rogers, director, Division of Motor Transport, Office of Defense Transportation, Washington, D. C.

In a joint statement the 2 agencies set forth details of the procedure to be followed in submitting proposed plans to the ODT and stated the views of the Department of Justice as to the applicability of the antitrust laws to such arrangements. The 2 agencies will act in close operation in order that the readjustment of delivery systems may be as rapid and free from abuse as possible, it was pointed out.

The ODT recommends that the procedure outlined below be followed in establishing plans or programs which have as their sole purpose the conservation of trucks, tires and other materials

1. In the development of such programs the fullest possible consultation should be had with all interested or affected parties including consumer groups (insofar as they are organized).

2. In the event a joint voluntary plan of action has been adopted by any group (which plan of action in all instances should be reduced to writing and signed by all persons party thereto) and such persons desire that such plan shall be cleared by the Office of Defense Transportation and the Department of Justice, prior to the effectiveness thereof, such clearance may be procured in the following manner:

a. The plan so adopted should be immediately forwarded to John L. Rogers, Director, Division of Motor Transport, Office of Defense Transportation, Room 4211, Interstate Commerce Commission Building, Washington, D. C.

b. The plan so submitted will be reviewed by the Director and any questions which it raises under the anti-trust laws will be discussed with the Department of Justice. If the Director approves the plan and the Department of Justice sees no legal obstacle

to carrying it out, it will be cleared and the persons party thereto so advised. If the plan contains provisions which the Director does not approve or which appear to violate the anti-trust laws, such persons will be advised in order that the plan may be improved and reconsidered.

3. In the event that any group desires to establish a plan for the conservation of rubber, motor vehicle equipment, or other vital materials in connection with local delivery service but are unable to agree upon the terms and provisions of such a plan, they may, if they so desire, submit such matter to the Office of Defense Transportation for such consideration and action as it shall determine to be necessary or advisable in the premises. —Manning.

Would Double Tax on Oil and Fuel

Proposals to double the Federal gasoline tax rate from 1½¢ per gallon to 3¢ per gallon and to boost the Federal lubricating oil tax from 4½¢ per gallon to 10¢ per gallon were placed before the Ways and Means Committee of the House of Representatives, March 3, by Secretary of the Treasury Morgenthau.

The Treasury estimates that the increased gasoline tax rate would produce approximately \$242,200,000 more revenue than is expected during the next fiscal year from the present rate. It is estimated that the increased lubricating oil tax will boost revenues to about \$49,900,000 above returns from the present rate next year.

Approximately 90% of the total gasoline consumption and 80% of taxable lubricating oils are used in motor vehicles.

Treasury proposals also call for an increase of from 4½% of the amount paid to 10% of the amount paid for transportation of petroleum products by pipe lines. The present 5% tax on all passenger transportation above 35¢ would be increased to 15% on transportation tickets and 20% on seats and berths under Treasury recommendations.

W.P.B. Can Search Priority Firms' Records

Authority of War Production Board agents to have access to the premises and records of a company affected by priority orders was upheld March 6 when Federal Judge John P. Barnes in Chicago issued a permanent injunction requiring the Chicago Alloy Products Co. to permit audit and inspection by government agents and to refrain from

disposing of its stocks of metals until the audit had been made.

The company was also perpetually enjoined from violating or further violating any regulations or orders issued by the Director of Industry Operation. This provision of the injunction would subject officials of the company to penalties of contempt of court including possible jail sentences if they are found guilty of violating hereafter any priorities orders issued by the War Production Board. The injunction order was entered with the consent of the Defense Counsel.

The request for the injunction, first action of its kind to be taken by the government, was made by United States Attorney J. Albert Woll and Daniel B. Britt, special assistant to the Attorney General in the Anti-Trust Division, following refusal of Ben Chernyk, president of the Chicago Alloy Products Co., to permit inspection by government agents. The company's refusal was in defiance of a formal order issued last month by J. S. Knowlson, Director of Industry Operations.

The government's petition for the injunction alleged that the company was negotiating transactions in scarce metals without priority sanction and was selling its products at prices in excess of the maximum prices established by the Office of Price Administration.

A temporary injunction restraining the company from selling, moving or concealing its supplies of nickel and cadmium was issued by Judge Barnes on Feb. 13. The permanent injunction issued contains the same provision and in addition grants representatives of the War Production Board the right to enter the premises and examine inventories, books and records of transactions in metals needed for war production.

Supreme Court Ruling on N. Y. Pilot Charge

The U. S. Supreme Court early in March upheld the action of the Second Circuit Court of Appeals in setting aside conviction of the New York City Local 807 of the A.F. of L. Teamsters Union and 26 of its members on racketeering charges in connection with the handling of motor truck deliveries into New York City from other States. In effect, the court said,

unions and their members are not violating the law when they use violence to force payment of union wages for work that is not actually performed. Whether the "employer" makes the payments as a wage or to obtain protection, the decision stated, is irrelevant.

Over the bitter dissension of Chief Justice Harlan Stone, the court held in a 6 to 1 decision that union workers who offer their services in good faith may not be prosecuted under the federal anti-racketeering law banning extortion in interstate commerce, even though the acts of violence occur. The case grew out of the old "pilot charge" which formerly was imposed on trucks hauling into New York City.

The specific charge before the court was that the teamsters had coerced truck owners delivering goods into hiring workers they neither wanted nor needed because the men were members of the union. It was also claimed that by threats of violence and some cases of actual violence, the union men forced truckers to pay \$9.42 for large trucks and \$8.41 for smaller ones, whether service was rendered or not.

The court ruled that the union practice of demanding payment from trucks entering its jurisdictional area constituted an attempt "to become bona fide employees and to obtain wages in that capacity," despite the alleged threats and violence. Acceptance of payments for services, even when such are refused, the court also held, is a bona fide union activity and thus is exempt from the anti-racketeering statute.

The case has been in the courts for about 4 yrs. The decision is considered a setback for the Department of Justice, which obtained the original indictments and pressed the case to the end. It is claimed that more than \$1,000,000 annually is the out-of-pocket cost to the truckers.

In his dissent, Chief Justice Stone concluded that one who pays money only to purchase immunity from violence is not a bona fide employer and is not "paying the extorted money as wages." He referred to the action of the union and its members as "common law robbery."

Justice James F. Byrnes, delivering the majority opinion, held that Congress specifically wrote into the statute clear exemptions for any union activities.

"This does not mean that such activities are beyond the reach of Federal legislative control," Justice Byrnes stated. "Nor does it mean that they need go unpunished. The power of State and local authorities to punish acts of violence is beyond question."

Would Put Labor Under Anti-Trust Law

Shocked by the Supreme Court's decision that unionists are exempt from the Federal Anti-Racketeering Act, truck operators, members of Congress, and others are interested keenly in the report that the House Judiciary Committee soon may hold hearings on legislation which would make unions subject to anti-trust prosecution for activities not associated with legitimate union objectives.

Pending before the House Judiciary Committee are 2 measures which would give the Justice Department a new anti-racketeering weapon against labor organizations. One is H.R.5218, offered by Representative F. E. Walter (D.-Pa.), and the other is H.R. 5259, introduced by Representative A. S. Monroney (D.-Okla.).

Both bills, designed primarily to give U. S. courts jurisdiction in cases involving work stoppages for illegitimate and non-labor practices, specify union objectives and practices which would be barred. Both would make it illegal for a union to "induce unreasonable restrictions or conditions upon the use of any material, or equipment." H.R.5259 is in the form of an amendment to the anti-trust laws. H.R.5218, the broader of the 2 measures, would be an entirely new statute. It would outlaw "strikes, boycotts and agreements imposed by labor organizations in order to require employers to pay for unnecessary labor . . ." It would punish by a fine of not more than \$5,000, a year in jail, or both, any person engaged in a labor combination or conspiracy determined illegal.

Truck and Trailer Rationing Rules

Rationing of all types of new trucks, truck tractors and trailers, with administration through the joint facilities of the War Production Board and the Office of Defense Transportation, became effective March 9.

The plan was announced March 1, and is embodied in General Conservation Order M-100.

Rationing will enable dealers to release gradually to government and essential civilian users stocks of trucks, truck tractors and trailers which have been "frozen" since the beginning of the year. It is estimated that approximately 100,000 of these vehicles will be available for rationing during the balance of this year.

To purchase a commercial vehicle, application must be made by mail to a local allocation office of the Office of Defense Transportation on Form PD-310. These

offices are also the field offices of the Bureau of Motor Carriers of the Interstate Commerce Commission. Copies of all forms and necessary instructions may be obtained at any sales agency handling the make of vehicle desired.

A local allocation officer will consider the application; if it is approved, it will be sent to the Washington office of ODT for review. If approved there, it will be transmitted to the WPB for issuance of a "certificate of transfer," which may be presented by the applicant to a sales agency or other person from whom he wants to obtain the desired vehicle. This certificate is known as PD-321.

Conservation Order M-100 sets up "usage classifications" as a guide for preference in making deliveries of vehicles. Under this list, first preference will be given to persons seeking to purchase trucks, tractors, or trailers for police, fire-fighting and other public health services, and various other services connected with public welfare. Persons seeking to obtain vehicles for uses not connected with the war program or for purposes regarded as non-essential will be classified at the bottom of the preference list. The entire list was made public March 1.

Applicants seeking to purchase vehicles must show clearly on Form PD-310 that:

- (1) They cannot meet their needs by leasing equipment.
- (2) They cannot fill their needs by pooling their present equipment with that of other operators.
- (3) They cannot transfer vehicles now being used for less essential purposes to the use for which they desire new vehicles.
- (4) They cannot possibly repair the vehicle which they desire to replace.

In the event that a local allocation office of the ODT refuses an application, the applicant may appeal from this decision to a local appeal board established in each local allocation office.

A "Government Exemption Permit," known as PD-322, will be issued by the Director of Industry Operations of WPB to cover purchases of commercial vehicles by the Army and Navy and other designated government agencies, lend-lease operations and by persons desiring vehicles for export.

Agencies or persons qualifying under an exemption permit will not have to follow the procedure established for civilian applicants. However, private individuals desiring vehicles for export must first make application to the Board of Economic Warfare.

Separate application forms must be used for each vehicle desired. An applicant who desires both a truck tractor and a trailer, for example, must file 2 applications. All applications require notarization of signatures on the original, and several penalties will be imposed under the Criminal Code of the United States for false and misleading statements.

Sales agencies have been given instructions by WPB and ODT and have been asked especially to point out to applicants that any vehicle purchased cannot be equipped with spare tires.—Manning.

Editor's Note: Prospective purchasers are put in 5 classifications, based on their importance to national defense, the first 2 of which cover vehicles operated in the field covered by *D and W*. The first covers vehicles used by the Army, Navy, mail, public health and similar public service purposes. The 2nd covers trucks used to transport anything directly connected with the war effort, including farm and forest products, and vehicles for maintenance of highways, railways and waterways, and in connection with defense housing and public utilities.

In a later ruling, the War Production Board prohibited any further production of medium trucks and limited production of heavy trucks to those which can be made from semi-fabricated or fabricated materials which were on hand Feb. 28. This new order, according to J. S. Knowlson, director of industry operations for the board, is to save large quantities of critical materials, particularly rubber and steel, and would concentrate truck production on the "heavier types, necessary for hauling war supplies." No estimate was announced of the number of heavy trucks—those with a gross vehicle weight of 16,000 lbs. or more—that can be made from semi-fabricated or fabricated materials already on hand. Further fabrication of material was prohibited.

The order canceled all March production quotas, which previously had been fixed at levels 34 per cent above the March, 1941, production of medium and heavy trucks. Production of light trucks came to a halt Feb. 1, along with passenger car output.

There was no change in the new order of the previous one under which truck manufacturers may continue production on their February quotas until the end of March. The authority was given because the February production schedules of manufacturers were disrupted due to orders for war materials.

Heavy trucks to be produced from materials on hand will be added to the stockpile of trucks—estimated at 193,000 with completion of the February quotas—which the Government will ration for essential uses during the next

20 mos. Tires will be provided for the new trucks only long enough to enable delivery to dealers, after which the tires must be returned to the manufacturers. When a truck, however, is taken out of storage to be sold to a rationing-certificate holder, tires will be provided.

6% Higher Motor Freight Rates

A special permission order has been issued by the I.C.C., on petition of the American Trucking Associations, Inc., which authorizes truck operators to make the same freight increases as those granted to the rails, either through publication of a master tariff and connecting-link supplements of through publication of individual tariff supplements. This increase was 6 per cent, generally, and became effective March 18. The A.T.A. has published a master tariff No. 2 incorporating the authorized increases so that motor carriers will be provided with a means of applying the increases merely by filing connecting-link supplements and without the need for completely revising their individual publications.

It has been explained that special permission authorizing motor carriers to make use of master tariffs will expire May 15, 1943. From then on, the increases must be specifically provided in individual or agency tariffs. Increases may go into effect on 10 days' notice up to May 15, 1943.

It is claimed that the 6 per cent increase will not help motor freight carriers appreciably, as increased basic costs require at least 10 per cent more. On the basis of a 1941 gross revenue of \$378,000,000 for the 603 Class 1 motor carriers of general commodities, the present increase will provide, if applied to all classes of merchandise, only \$22,680,000 additional income.

Water-Truck Rate Rise Authorized

The I.C.C. on March 9 granted motor carriers and water lines, party to joint water-truck tariffs authority to publish on 10 days' notice an amendment to their tariffs to make them correspond to the increases in rail and all-water rates recently approved by the Commission.

Water lines have already been given the same authority in regard to all-water movements. The March 9 action applies, therefore, to all-truck tariffs and water-truck rates.

One order authorized the filing of a master tariff in the same manner the rail lines were per-

mitted to file at under ex parte 148, setting forth rules, tables and arbitraries for determining the increased rates and charges. Another order permitted the filing on short notice of consecutively numbered connecting link supplements to existing tariffs. The supplements are to provide that the rates involved are governed by the master tariff.

A-3 Extension Helps Truck Makers

The War Production Board on March 7 extended from Feb. 28 until April 30 the A-3 preference rating available for deliveries of materials going into the manufacture of truck trailers and buses. The extension applies also to materials used in the manufacture of medium and heavy motor truck bodies and cabs, but does not apply to materials for the manufacture of complete trucks or truck chassis.

The extension will assist bus manufacturers to obtain materials during the time in which they are expected to switch operations to the Production Requirements Plan.

No limitations are in effect at this time on the manufacture of buses and truck trailers, but materials can be obtained by producers or suppliers only under Preference Rating Order P-54 which makes available the A-3 rating. After April 30, these manufacturers will be unable to get materials ratings unless they make application through the Production Requirements Plan.

A-2 Spare Parts Rating to Help

A program for the production of spare parts for medium and heavy trucks, truck trailers and buses, designed to keep these vehicles rolling, has been devised by the War Production Board.

Orders were issued raising from A-3 to A-2 the preference rating available for deliveries of materials for replacement parts. The program does not affect production of parts for the Army and Navy and other designated government and lend-lease agencies.

WPB raised the rating because it is necessary to the war program to keep existing trucks and buses in good mechanical operation. The A-2 rating will give manufacturers a better opportunity to obtain quick delivery of necessary materials.

Under amendments to Limitation Order L-35 and Preference Rating Order P-107 issued and effective March 5, which superseded the original orders announced Jan. 22, the WPB authorized producers and suppliers

to apply the A-2 rating to obtain deliveries of materials going into the manufacture of designated spare parts. The orders apply only to medium and heavy trucks, truck trailers and buses.

Since WPB had instructed manufacturers to stop production after March 1 of civilian trucks having a gross weight of less than 16,000 lbs., it became necessary to set up a long range program for spare part production.

Under this program, producers can make during the entire year up to 150 per cent of the number of spare parts sold by them for replacement purposes during 1941. In order to give manufacturers more operating freedom, the order provides that from Jan. 1 to June 30, producers may not manufacture more than 75 per cent of the number of spare parts sold by them for that purpose during 1941, and that from Jan. 1 to Sept. 30, the manufacturing limit shall be fixed at 112½ per cent of the number sold during 1941.

Many of the replacement parts covered by the orders are interchangeable in passenger cars or light trucks, production of which was halted Feb. 1. In order to permit manufacturers to interchange parts, the orders provide that the A-2 rating may be used to obtain materials for the production of up to 40 per cent of the number of parts that can be interchanged.—*Manning.*

Release Tank Trucks For Aid of Rails

Acting on the recommendation of the Office of Defense Transportation, the War Production Board on March 2 authorized release of tank vehicles, including bodies, trailers and chassis, to be used in the transportation of petroleum productions, which were frozen in the hands of manufacturers by the terms of Limitation Order L-1-c.

The freeing of railroad tank cars for essential long-haul use by the employment of trucks is illustrated dramatically in the case of short hauls made from one refinery on the Eastern seaboard.

Deliveries to a shipbuilding yard one mile away tied up tank cars for 4 days. On this run, one 4,000-gal. truck will replace 15 tank cars. On a 14-mile haul, eight 5,000-gal. trailers will replace 70 tank cars in a 7-day turn around. On another run, five 6,000-gal. tank trucks will replace 50 tank cars.

Some 70-odd manufacturers of equipment for petroleum transportation were notified by telegram of release order.—*Manning.*

Survey in Entire Field of Transport Labor

As the first step in a program to deal with manpower needs in the transportation industry, the Office of Defense Transportation has undertaken a detailed survey of the industry's present and anticipated labor shortages.

Questionnaires drafted by the Division of Transport Personnel, after consultation with representatives of management and labor, have been submitted to rail carriers through the Assn. of American Railroads and the American Short Line Railroad Assn. The questionnaires call for information, broken down by occupations, as to labor shortages that now exist or are anticipated by the carriers before July 1. Data is sought also on employer requests for selective service deferment on the grounds of occupation and the disposition by local selective service boards of the deferment requests.

In cooperation with carrier associations, similar questionnaires will be submitted to over-the-road and local truck and bus carriers, pipeline companies, Great Lake carriers, barge operators on rivers and canals, air transport lines, and other branches of the transportation industry.

"Many employment officials in the transportation industry," Director Joseph B. Eastman said, "are seriously concerned over the problems of maintaining manpower at the level necessary to meet the demands for transportation service occasioned by the war program. Shortages of skilled mechanics are already acute in some parts of the industry. It is doubtful whether all requirements for seamen on the Great Lakes can be met when the shipping season opens this spring. Shortages of other types of transport workers are expected in the near future.

"The results of our survey are expected to show the most pressing manpower problems now facing the transportation industry. In the light of the information obtained, plans will be made by the Division of Transport Personnel looking to an expansion of the training programs that various branches of the industry have already undertaken and to recruiting of new personnel to meet the rapidly expanding need for transportation service and to replace employees diverted to the armed forces."—*Manning.*

"Bright Work" Ban on Trailers and Parts

The War Production Board on March 14 extended the ban on use of "bright work" to all types of motor vehicles and trailers, prohibited its use in replacement parts and accessories, and placed rigid restrictions on disposal of remaining inventories.

"Bright work" means any plating, coating, or other metal finish, containing aluminum, cadmium, chromium, copper, or nickel. The

ban has been in effect for some time on passenger cars and light trucks.

Under the new order, L-69, effective immediately, no producer may use or manufacture any "bright work" for the exterior finish or trim of any motor vehicle, the interior or exterior finish of any body or cab, or for any accessories or replacement parts.

As in the past, the prohibition does not apply to "bright work" used in ventilator window latches, external locks, cylinder caps and covers, external windshield wipers, windshield wiper arm and blade assemblies, and body trim screws.

Likewise, the restrictions are not applicable to work done under contracts for the Army and Navy, certain other government agencies, and foreign countries coming within the provisions of the Lend-Lease Act, provided the contracts specify use of any of the critical materials.

Producers who possess or control any aluminum, cadmium, chromium, copper or nickel in any form may not dispose of it unless they receive specific permission from the Director of Industry Operations, or unless they turn it over to the Defense Supplies Corp., the Metal Reserve Corp., or any other corporation organized under the Reconstruction Finance Corp.

In addition to prohibiting use of these materials by producers of automotive "bright work," the order places a ceiling on the amount that they can use in other articles. Such use must be restricted to the average daily consumption during February, and all conservation orders issued by WPB relating to critical materials must be adhered to.

Certain parts manufacturers in the automotive industry, according to information reaching WPB, possess sizable quantities of materials ordinarily used in making "bright work," and have been using them to manufacture replacement parts. The new order will prevent a continuation of this practice.

Truck Freight Increased

Motor truck freight in January, 1942, was 11.5 per cent greater than in Jan., 1941, according to reports to the American Trucking Associations, Inc., from 195 carriers. This compares with 12.0 per cent increase in rail revenue carloadings for the 4 weeks ending Jan. 24, 1942, over the corresponding 4 weeks of 1941.

Motor TRANSPORTATION

Don't "Freeze" Transportation

THE time is not far distant—less than 6 mos. according to experts—when the rail and highway transportation systems of our nation will be stretched to their utmost to meet the needs of our gigantic production program. If transportation bogs down, production bogs down with it. Without transportation we cannot maintain production.

What is to come in the future, as production climbs to its peak while at the same time manufacturers of truck-trailers have been converted to 100 per cent war work? Harvey C. Fruehauf, Detroit truck-trailer manufacturer, is urging the government to build up a bank of truck-trailer units against future requirements. At the present time deliveries on truck-trailers are frozen. Although manufacturers have full permission to produce, this production without delivery is necessarily limited by the private capital available. Consequently, manufacture of these vitally needed units is proceeding at a greatly reduced pace.

When the Office of Production Management, on Jan. 2nd, froze the sale of all trucks and truck-trailers the practical effect was to freeze the production of truck-trailers as well. On Dec. 4th Donald M. Nelson, then Priorities Director, ordered the removal of all restrictions on the production of truck-trailers. The action was taken Nelson said, because the Division of Civilian Supply recognized that such trailers "provide the most economical form of commercial highway transportation, both from the standpoint of cost and metals consumed."

The freeze order and Mr. Nelson's statement certainly do not coincide in spirit, unless the government assists the truck-trailer manufacturers to accumulate a bank of these vitally necessary units between now and the time that the truck-trailer plants are required for full military work. Once these plants are converted, the precious opportunity to produce the highway transportation units is gone forever.

Guns, tanks, airplanes and munitions will win the war. They can only be produced if raw materials can be transported to the plants, and their production is only of value if transportation can take

the finished products to the scene of their use. Experts tell us that transportation is going to bog down. Let us not be too little nor too late with either transportation or production.

Truck-trailer manufacturers suggest that the government either assure them that they will be able to make delivery of the trailers they build up through rationing boards within a reasonable length of time, or, that the government arrange for the financing of a stockpile of trailers for future use. This would relieve the truck-trailer manufacturers of a burden which they cannot afford to carry. Either course will result in immediate resumption of trailer production so needful for our future production program.

Moving of Govt. Employees a Problem

Procurement Director Clifton E. Mack has issued a public statement describing the Division's methods of selecting motor carriers for the transportation of equipment of government agencies and the personal effects of employees transferred from Washington to relieve congestion caused by war activities.

"The problem," Mr. Mack said, "was a complex one in that transfers had to be performed expeditiously with a minimum amount of interruption of government functions."

"In selection of carriers to handle the movement of property of 14 government agencies from Washington and the personal effects of 10,000 employees, the primary consideration was the ability of the carrier to supply the amount and kind of equipment and the capacity of each organization to perform the job in accordance with requirements of the agencies and the employees concerned."

"This property is being transported at regularly-published tariff rates by companies legally authorized under the provisions of the Interstate Commerce Act to operate in the territories within which the movements take place."

"As a condition necessary to participation in this transportation, membership in any organization was not required. It has been erroneously reported that the Procurement Division required evi-

dence that motor carriers subscribed to a traffic service operated by the American Trucking Associations, Inc., before they could receive consideration.

"As a matter of fact, none of the motor companies which, up to the present have performed a part of the service, are subscribers to the Traffic Service referred to."

"The American Trucking Associations, Inc., has acted as a coordinating agency between the Procurement Division and the industry to insure as far as possible the type of performance necessary to effect the transfer of government functions."

"The Association has committed itself to act in this liaison capacity with respect to any carrier selected or which may be selected by the Procurement Division regardless of whether such carriers are members of the American Trucking Associations, Inc."

"By throwing these safeguards around the movements, the Procurement Division, in cooperation with other government agencies, has acted not only to protect the interests of the public, the government and its employees, but also to protect those of the motor transportation industry itself."—*Managing*.

Calif. Truck Pooling Criticized

California truck operators are not satisfied with the way things are going in regard to truck pooling arrangements with the Army, according to discussions that took place at the 8th annual convention of the Truck Owners' Assn. of California, held at Oakland, March 13-15. The members of this group as well as other coast truck bodies, voluntarily set up the machinery for such truck pools several months ago and were ready to work with the Army closely to give maximum co-operation as needed. Subsequently, Commissioner Rogers, as has been reported in *DandW*, visited the West Coast and his organization set up pooling arrangements under the ODT. The industry pool, it is now claimed, was more or less ignored and has had little or no calls made upon it. The truth is that when the Army needs transportation from com-

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mercial sources, it is still calling on individual operators and not on any pool.

The present status of the matter, as trucking operators saw it at the convention, was that all the plans and discussions were being carried on in secrecy in Washington, a long way from the combat zone, and "no one on the Pacific Coast knows even what is expected of them."

In view of the transfer of this matter to the ODT, the industry felt it would not be proper for it to take any further action, but some bitterness was in evidence over the exclusion of the industry from discussion and formulation of plans, concerning which "no operator has even been consulted."

The key address on the pooling subject, and one of the most important of the meeting, was that of Lt. Colonel M. D. Mills, assistant chief of Staff G-4, Automotive Officer, Western Defense Command and 4th Army. The Colonel prefaced his talk with the information that no quotation might be made of his remarks by any reporters. This much may be said, however: the Colonel outlined the set-up both with respect to equipment and personnel that would be considered desirable by the Army—a set-up to which bus operators have already given their approval

in half a dozen coastal points, it is understood. The Colonel invited the trucking industry to study this set-up and to decide whether it would be willing to operate under the suggested method of organization both as to equipment and personnel. This set-up does not yet have complete—or at any rate—official top Army approval, but definite decision on it is anticipated before long.

The group advised the Colonel that it was ready to give full cooperation on his proposal, a set-up that is almost completely military in its relation to personnel and equipment.

Other important matters discussed were those dealing with shortages of vital parts for motor trucks, tires, and taxes.

Parts shortage was centered in cut gears, crankshafts and certain types of axles, as well as other parts requiring high grades of steel. It was felt that unless a remedy existed for this shortage, valuable truck equipment would be increasingly immobilized.

As regards tires, the convention resolved that the OPA be petitioned to release as soon as possible the proposed new government regulations which provide that, under the necessary safeguards that must be established, the OPA will permit an operator

to have a reasonable supply of tires at all times, provided his individual operations are considered necessary under present conditions.

The proposed additional tax on fuel was condemned as unfair because it handicaps the trucking industry in relation to other transportation groups, which are not taxed for their fuel.

The trucking industry is also worried about the decreasing revenues to the State and other bodies that will result from restrictions on motor car use. Since road construction and repair costs depend on such revenue, the truckers recommended that the anticipated drop in such income should be taken seriously in respect to further road and bridge building. Such funds should be expended only when needed for military operation.

The convention also went on record as desiring that S.B. 2015, now before Congress, be passed as written in order to eliminate all bottlenecks and State and trade barriers.—Gidlow.

Cite Cost Increases for New Rates

A consolidated hearing on applications by railroads, connecting highway carriers and water lines operating in intrastate traffic in

California, and the Truck Owners Assn. of California, for a general increase in freight rates for commodities shipped between points in the State, was held before the California Railroad Commission in the State Building, Los Angeles, on March 10.

In the one application, 40 railroads, 13 water lines and 14 highway carriers jointly sought to have the recent 6 per cent rate increase granted by the I.C.C. at St. Louis to interstate haulers, apply likewise to carriers between points in California.

In the other application, the Truck Owners Assn. of California, supported by the Motor Truck Assn. of Southern California, petitioned for a similar increase of 6 per cent on intrastate trucking rates, which represented a modification of the 10 per cent increase sought in the original application.

The I.C.C. authorized a six per cent increase on freight in general and 3 per cent on agricultural, livestock and mining products to meet increased operating costs. Testifying in behalf of the rail-water-highway carriers' application, J. E. Lyon of the Southern Pacific Railroad advised the C.R.C. that wage increase alone will cost his company \$10,000,000 in California.

Testimony at the Los Angeles hearing was also taken for the Motor Truck Assn. of Southern California, with E. G. Anthony, executive-secretary, testifying concerning the mounting costs of truck transportation.

The rising trend of truck operating costs was submitted to the Commission in support of the petition for the rate increase. Testimony showed the following increase in costs:

Line drivers' wages have been increased from \$1 to \$1.12½ per hr., in addition to which the contracts now call for one day's vacation for each 320 hrs. of work, which is equivalent to 2½c. per hr., bringing the total increase in the wages of line drivers to 15c., or a rise of 15 per cent.

The wages of short line drivers, it was testified, have been increased from 87½c. to \$1 per hr., plus vacation, for an increase of 17 per cent.

Other wage and pay increases, the testimony showed, have been as follows:

Mechanics and garagemen in large cities, \$1.12½ per hr., representing an increase of 12½ per cent in large cities and approximately 6 per cent in smaller cities; platform handlers, 80c. per hr., increase 14 per cent; office salaries, increase 10 per cent to 15 per cent.

The applicants submitted testimony replying to show that mate-

rial and equipment costs have increased approximately as follows:

Truck and tractor prices, advance of 7 per cent in 1941, with another increase of 7 per cent anticipated at early date; trailer prices: 6 per cent increase in April, 1941, and additional 9 per cent increase in January, 1942; gasoline, 2 per cent higher in cost; Diesel fuel, slight increase; lubricating oil, 9 to 14 per cent increase; tire and repair parts, 15 per cent increase; axles, 10 to 12 per cent; castings, 20 per cent; springs, 10 per cent; wheels, 6 per cent.—Herr.

Maximum Prices on Used Tires

The Office of Price Administration on March 16 set as of that date maximum prices for used passenger car and truck tires. Prices are graded according to amount of wear measured by depth of tread. On passenger cars, top line used tires are those retaining 7/32 of an inch or more of tread design depth; 2nd in wear are those with more than 3/32 of an inch but less than 7/32; 3rd, all regrooved tires and tires that retain 3/32 of an inch or less of tread design depth; 4th, worn smooth and usable as basic carcasses for retreading or recapping. On a 5.50-17 of 4-ply type, costing new \$13.55, prices according to the 4 classes of wear, are, respectively, \$7.45; \$6.10; \$4.05; and \$1.50.

On truck tires, a new tire of 8.25-15 size of 10-ply that costs \$68.50 is graded in price when sold as used, as follows: when retaining 9/32 of an inch or more of tread design depth, \$37.70; more than 4/32 of an inch but less than 9/32, \$30.85; 4/32 of an inch or less, \$20.55; and when worn smooth and usable as basic carcass for retreading or recapping, \$7.20.

Maximum passenger car tubes are set at \$1.50 for all sizes; truck tubes cost \$2 to \$14, depending on size.

I.C.C. Approves Truck Merger

Merger of 8 trucking companies in the East into one corporation was authorized by the I.C.C. on March 20 by a vote of 7 to 3 in the face of opposition by the Anti-Trust Div. of the Dept. of Justice. Through this merger into the Associated Transport, Inc., virtually the entire Atlantic Seaboard will be served by the largest company of its kind.

The I.C.C. authorized the Associated Transport, Inc., to acquire control of the 8 corporations through purchase of their capital stock, and consolidation of their operating rights and properties for ownership, management and operation.

The 8 trucking companies involved are: Arrow Carrier Corp., Paterson, N. J.; Barnwell Brothers, Inc., Burlington, N. C.; Consolidated Motor Lines, Inc., Hartford, Conn.; Horton Motor Lines, Inc., Charlotte, N. C.; McCarthy Freight System, Inc., Taunton, Mass.; M. Moran Transportation Lines, Inc., Buffalo, N. Y.; Southeastern Motor Lines, Bristol, Va.; and Transportation, Inc., Atlanta, Ga.

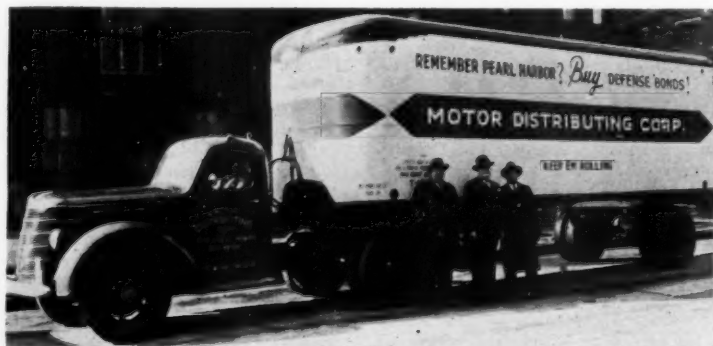
The companies operate about 3,300 motor vehicles, and their regular routes cover a total of 37,884 highway miles. They employed 5,816 persons as of April 30, 1941.

Cal. Emergency Rules on Routing

Emergency route rules have been issued by the California Railroad Commission to cover operations of motor freight carriers with respect to national defense hauling.

Salient points embraced in the rules are:

If, because of conditions due to the national emergency, a carrier is unable to operate over regular authorized routes, he may operate over the most direct or convenient alternate route between points he



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now serves; or, if impossible to continue under present restrictions, he may suspend operations.

Carriers may change time schedules and increase or decrease schedules within reasonable limits in the interest of expediting freight destined for defense industries.

Motor carriers engaged in transportation of defense material, pursuant to lawful public authority, are relieved from the operation of rules and regulations heretofore prescribed by the CRC in its general orders relating to time schedules, hours of service, safety and leasing of equipment whenever compliance would interfere with national defense.

When a carrier has changed routes or suspended operative rights, pursuant to lawful authority for a period of 10 days, he must notify the CRC in writing as soon as practicable of such action.

The order relieving carriers from strict observance of the rules and regulations of the CRC general orders is temporary only and does not authorize expansion of operative rights of any carrier.

To fall within the scope of the emergency route rules the carrier must show that the national emergency has in some way interfered with his regular operations or he must have been ordered to operate in violation of existing CRC regulations by some lawful authority.—Herr.

Bekins Completes Big Army Move

Bekins Van Lines has completed a 2,500,000-lb moving job for the Army which involved hauling the equipment of Ninth Army Corps headquarters from San Francisco to Salt Lake City. The contract called for moving 1,400,000 lbs. of household goods, 750,000 lbs. of office equipment, and the balance in miscellaneous articles at a maximum rate of 200,000 lbs. The contract was handled on a non-split deal, with the firm's own rolling stock augmented by leased trucks as needed.—Herr.

Lyon Increases

Lyon Van & Storage Co. has taken over the interest of W. A. Cassell in the Pasadena Transfer & Storage Co., Pasadena, Cal., and the equipment and storage of the International Van & Storage Co. operated at Beverly Hills by Joseph G. Gosling.—Herr.

Rate Concession for Trucking of Fuel

Marking the switch from coastwise tankers to trucks brought about by the cessation of coast-

wise tanker service, the California Railroad Commission has granted emergency certificates to Lang Transportation Corp., Wood Truck Lines and Doudell Tank Lines to carry casinghead gasoline from Monterey to Avon, Cal., for the Tidewater Associated Oil Co. The permit authorizes a rate of 8 cents under the established 17 cent rate to enable the truck operators to meet a threat of proprietary hauling by the shipper.—Herr.

Secures Columbus-Chicago Rights

Columbus & Chicago Motor Freight, Inc., Columbus, Ohio, has been granted a certificate of public convenience and necessity by the I.C.C., thus giving the company unlimited operating rights between Columbus and Chicago. H. W. Carl is president.—Dillman.

Rate Increases in Ohio Granted

Ohio State Utilities Commission has authorized a 6 per cent increase in freight rates on intrastate freight carried by rail and by motor truck. The new rates become effective upon 10 days' notice of publication and not later than May 15.—Dillman.

K. C. Cuts Out Pick-Ups After 5 P. M.

In a move to reduce the wear on transportation units, Kansas City, Mo., trucking firms have agreed that shipments of less-than-truckload or less-than-carload size will not be picked up after 5 o'clock in the afternoon. The policy became effective March 9. All freight must be at the outbound carriers dock before 5.30 o'clock.

The change was approved by the transportation committee of the Kansas City Chamber of Commerce, it was announced by Oscar Straub of the transportation department. The department conferred on details with the Highway Carriers Association, Team and Motor Truck Owners Association and the Freight Forwarders Association.—Lowry.

R. Island Gross Weight Action

A measure increasing the maximum gross weight of 2-axle trucks allowed on Rhode Island highways from 32,000 lbs. to 36,000 lbs., and of 3-axle trucks from 40,000 to 46,000 lbs. was passed Feb. 26 by the lower branch of the State Legislature and sent to the State Senate.

In urging passage of the pro-

posed legislation, its sponsor, Representative Powers, Cumberland Democrat, asserted it would make more truck transportation available in the emergency.—Jones.

Sufficient Synthetic Rubber for All Cars

An investment of \$15 per car would provide facilities for producing enough synthetic rubber to keep American cars on the roads, states W. S. Farish, president of the Standard Oil Co. of New Jersey. After required military rubber needs are filled, the only limitation is steel and construction materials for factories. Standard Oil has developed a new type of synthetic butyl which can be made for about half the cost of buna rubber. The latter costs at least twice as much as the natural product, Mr. Farish stated. Even in very large quantities, this buna rubber would cost about 30 cents per pound and would need for large scale operations, including raw materials, the investment of \$1,000 per ton of yearly capacity. This would amount to between 700 and 800 million dollars for the entire needs of the country, military and civilian.

An investment of about \$700 per ton of yearly capacity is all that is needed to produce butyl rubber. Tires of butyl would not be comparable with buna or natural rubber, yet would serve well at speeds up to 35 m.p.h. and should last 10,000 miles.

Tire Saving in Grocery Field

From 15 to 50 per cent in truck mileage has been saved by grocers as a result of a tire conservation drive put on by the National Assn. of Retail Grocers. Reports indicate, however, that the small grocers made no appreciable savings, due to the fact that they have less to start with and deliver a bigger proportion of staples per order. Grocers with 10 to 15 trucks made the real gains.

A survey conducted by the association showed that the average grocer had: cut deliveries per customer to one each day; outlawed special deliveries, except in case of dire emergency; established definite minimums ranging from \$1 to as high as \$5 for free deliveries; and instituted generally a minimum delivery charge of 10 cents on orders of less than \$1.

Stores in some communities have combined their deliveries and in many cases these involve different types of merchandise. Customers are more and more carrying small packages.

FROM THE **LEGAL** VIEWPOINT

By Leo T. Parker, Legal Editor

Listing of Items in Unopened Boxes

LEGAL EDITOR, DandW: On a lot of household furniture, which we are about to sell at auction to recover our charges, we have received a notification from a lawyer that we did not legally advertise the goods. This lawyer claims that his client is entitled to have his goods sold separately, and that we should advertise the sale also separately instead of lumping all of the items to be sold for all persons as follows: "The goods to be sold consist of beds, wooden boxes, office furniture and equipment, chests, kitchen chairs, etc., personal effects, and merchandise, the contents of all articles stored under the names of the following persons, on whose account they are to be sold." In the next paragraph we list all persons whose merchandise we are to sell. In the registered notice to list each item, "but we do not open boxes, etc.," but list the same as we have listed same on the warehouse receipt. The question is: Is this legal?—**Edward and Sons.**

Answer: The law is settled that the warehouse receipt need not list every item, but it is sufficient if the goods, or the packages containing the goods, are described. If the packages are not opened, these should be listed: "Packages said to contain (names of articles which the owner claims are in the packages)." The receipt should never state that the articles actually are in the various packages. The goods are by law required to be separated from the goods belonging to other bailees. And according to the law, the statement of claim in the sale notice must be itemized in detail. For this latter reason, it is held that the future advertised notification of sale is *not* for the benefit of the owner of the goods, but in view of attracting a large number of prospective buyers to the sale in order to obtain the highest possible price for the goods. And further it is the opinion of a majority that if the articles belong to a plurality of owners, a separate advertisement need not be inserted for each, but same may be lumped and the names of the depositors may follow.

On the other hand, the importance of certain decisions must not

be overlooked which hold that if certain goods have unusual value, these should be advertised separately, when doing so is likely to subsequently result in these goods bringing a higher price than if

Mr. Parker answers legal questions on all subjects covered by DandW.

Send him your problems care of this magazine. There will be no charge to our subscribers for the service.

Publication of inquiries and Mr. Parker's replies gives worthwhile information to the industry generally.

same were lumped with other ordinary household goods. The names of the depositors should be associated with these special articles. Therefore, it is my opinion that, with respect to ordinary household articles, your method of advertising is legal. However, in event of new higher court cases on the subject, this information will be presented in these pages next month.

Collection on Sprinkler Damages

LEGAL EDITOR, DandW: We hold a fire insurance policy, but it does not state whether in case of loss by sprinkler system that we are covered. We believed that we were covered, and, in fact, were so told. What is the law on this subject, and can we collect money for goods stored in our warehouse and damaged by water when the sprinkler system operated?—**Raleigh Storage and Warehouse.**

Answer: First, let us review a few higher court cases that were decided during the past couple of months. See *National*, 15 S.E. (2d) 540, in which the higher court held that an insurance policy is a legal contract, and that it cannot be partly verbal and partly written, but it must be wholly written. This means, of course, that statements made verbally by salesmen and agents are not valid and effective.

Also, in *Lindley*, 128 S.W. (2d) 869, it was contended that since a fire insurance policy was not in effect until it was countersigned by an agent of the company, the latter was responsible for promises and other statements made by the agent. However, this court held that even under these conditions the company is not liable for statements made by its agent. Then again, see *Royal*, 299 N.Y. 220, in which the higher court held that where the meaning of an insurance policy is *not* uncertain, the company and the insured are both bound absolutely by the terms and clauses in the policy.

Generally speaking, fire insurance policies cover losses and damage resulting from water utilized to extinguish the fire. However, in your instance, it is quite apparent that you cannot collect for the damage caused by the sprinkler system, unless your policy either expressly or impliedly insured you against loss and damage from this source. It is advisable that you consult a local lawyer, give him the circumstances, and permit him to read and construe the policy as, notwithstanding your statement, the writer believes that you may be entitled to payment for your loss.

The Law on Limited Liability on Losses

LEGAL EDITOR, DandW: When and under what circumstances may a warehouseman, who stores goods and a warehouseman who acts as a common carrier in transportation of goods, limit the value of goods in order to reduce his liability in case the goods in store are lost or destroyed?

Recently, one of our customers sued us for \$3,000, alleging that a box of furs was missing. His lawyer contends that a clause in our receipt which limits our responsibility to \$25 per box is not legal. Can you furnish higher court citations?—**Jack Warehouse Co.**

Answer: First, it is important to know that the various higher courts have held that an agreement of this nature is not contrary to public policy and generally is binding upon the parties. On the other hand, see *Normile*, 186 Ore. 421, in which the court said:

"If the purpose of the contract was merely to place a limit on the amount for which the defendant shall be liable, that is to say, exempt it in any measure from full liability, as respects the value of the property concerned, then clearly, as to any losses resulting from negligence, it cannot be upheld."

If, however, the stipulation as to the value is fairly and honestly made as a basis of either a warehouseman's or a common carrier's charges, it will be sanctioned as a proper and lawful contract. Moreover, it can make no difference whether the valuation expressed in the contract is one previously named by the owner of the goods on requirement of the warehouseman or the carrier, or one inserted in the contract. In either case the clause becomes a part of the contract, on which the minds of the parties meet, and on which they act, providing the owner of the goods either agreed to the limitation or knew that the warehouse receipt, contract, or bill of lading, contained the clause.

Obviously, in order that a clause of this nature shall be valid, the owner of the goods must agree in the warehouse receipt, bill of lading, or other contract that he is willing to pay a higher rate to increase the ordinary valuation liability of the warehouseman or carrier. See following cases: *Rosenwald v. Oregon City Transportation Co.*, 84 Or. 15, 163 P. 831; *Zoller Hop Co. v. Southern Pacific Co.*, 72 Or. 262; *Exporters' & Traders' Warehouse Co. v. Bargainer*, 45 S. W. (2nd) 563; *Reaves Warehouse Corp. v. Commonwealth*, 141 Va. 194; and *Gray v. Central Warehouse Co.*, 181 N. C. 166.

Another important point of law is that a contract is void which violates a valid law. See *Hollister Bros. v. De Werd Co.*, 1933, 62 S. D. 62, in which the warehouse receipt contained a limitation provision which was held invalid because contrary to the provisions of the warehouse statute. The court said:

"... We are of the opinion, therefore, that the said 3rd paragraph is without any binding effect whatsoever, and that the receipt must be considered as though the said 3rd paragraph had never been attempted to be made a part thereof."

Generally speaking, it may be stated that a contract made by a warehouseman or common carrier is held valid and effective by which the owner of goods agrees to reduce the actual valuation of the shipment, and refuses to pay a higher rate in order to list the correct valuation. See the leading case of *New Jersey Co. v. Merchants' Bank*, 6 How. 344, in which the court held:

"A common carrier might, by special agreement with the shipper, limit his liability as an insurer, but not for the negligence of himself or servants. But the burden of proof lies on the carrier to show such an agreement, and 'nothing short of an express stipulation, by parol or in writing, should be permitted

to discharge him from duties which the law has annexed to his employment. The exemption from these duties should not depend upon implication or inference, founded on doubtful and conflicting evidence, but should be specific and certain, leaving no room for controversy between the parties."

In other words, the warehouseman or carrier must prove that the damages did not result from his negligence and, also, that the owner of the goods actually agreed to the limitation clause.

Moreover, if the warehouseman knows that certain valuable goods are mixed with other goods, and fails to direct the attention of the customer to the limitation clause in the warehouse receipt, so that the true valuation may be listed in the receipt, the warehouseman may be liable for full value of the lost or destroyed goods.

See *England v. Lyon Fireproof Storage Co.*, 194 Cal. App. 562. In this case the owner of stored goods sued the warehouseman on account of the negligent loss of certain goods. The warehouse receipt provided: "... The responsibility of this warehouse for any piece or package, or its contents, is limited to the sum of \$25, unless the value thereof is made known at the time of the storing, and receipted for in the schedule, and an additional charge, made for the higher valuation. ..."

Among other goods stored were 7 cases of whiskey. There was no evidence that the owner made any specific declaration of value of the liquor but the court found that the warehouseman knew that the crates contained liquor "and had ample reason to know of its approximate value." At the trial it was stipulated to be worth \$400. Concerning the other articles for which suit was brought, the court found that there was no evidence that the warehouseman had knowledge of either their identity or value. In this situation, the court held that the \$25 limitation of value applied as to the articles whose identity and value were unknown to the warehouseman, but that the \$25 limitation did not apply as to the liquor, the approximate value of which was known to the warehouseman.

This Month's Important Decisions Separate Room Law

CONSIDERABLE discussion has arisen from time to time over the question whether a warehouseman is legally bound to exercise the usual degree of "ordinary" care to safeguard goods stored in a separate room where the owner of the goods retains possession of keys to the room. It has been argued that when the bailor, or owner of the goods, has possession of the keys

he is obligated to safeguard his own goods and that the bailee, or warehouseman, is relieved from the duties to exercise the usual degree of care. However, this is not so.

For example, in *Zweeres v. Thibault*, Vermont, 23 Atl. (2nd) 529, the testimony disclosed that the owner of goods rented a separate room in which she requested that her household goods be stored. She took the keys for the room.

After the goods had been in storage for several months she observed considerable rat dung upon it, and a number of holes had been gnawed in the upholstery by rats. In addition, the furniture had been badly damaged by dampness in a way that would not result merely from storage in a cold room with a cement floor. The dampness was caused by escape of steam.

She sued to recover the amount of the damage to the furniture. The higher court rendered a verdict in her favor, saying:

"If goods are stored in a warehouse, the fact that the goods are placed in a separate room and that the bailor is allowed the key to the room does not necessarily make the relation that of landlord and tenant. . . . In the case of a bailment for hire, the bailee is liable for injury to the property in case it results from his failure to exercise due care and diligence in its preservation."

Also, see *Patterson v. Wenatchel Canning Co.*, 53 Wash 155, where a patron rented a cold storage room to be used for storing beef at the consideration of \$100 per month. The court held that the relation of bailor and bailee existed, although the patron retained the keys.

The reason the courts, in the above cases, held the warehousemen obligated to exercise the usual "ordinary" degree of care to safeguard stored goods, although the patron kept the keys to the separate room in which the goods were stored, is that a legal bailment is the delivery of goods for any purpose, upon a contract, expressed or implied, that after the purpose has been fulfilled they shall be redelivered to the bailor, or otherwise dealt with according to his directions, or kept until he reclaims them.

Although a warehouseman gives to the patron keys to a room in which his goods are stored, this fact does not change the relationship of bailor and bailee. The test is whether or not the person leaving the goods has made such a delivery to the warehouseman as to amount to a relinquishment of exclusive possession control, and dominion over the goods, so that the warehouseman can exclude, within the limits of the agreement, the possession of all others. If he has, the general rule is that the transaction is a bailment.

On the other hand, if there is no such delivery and relinquishment

of exclusive possession, and the patron's control and dominion over the goods is dependent *in no degree* upon the cooperation of the warehouseman, and his access thereto is *in no wise* subject to the latter's control, it is generally held that the patron is a tenant or lessee of the space upon the premises where the goods are kept. Under circumstances where the patron is merely a tenant, the warehouseman is not ordinarily responsible for damage to the stored goods, because a tenant is duty-bound to safeguard his own property and goods. But, as above explained, when the relationship of bailor and bailee exists, the bailee is legally bound to use ordinary and reasonable care to prevent loss of or damage to the stored merchandise.

Owner Fails to Prove Negligence

CONSIDERABLE legal controversy has existed as to whether it is the legal duty of the owner of lost, destroyed or damaged goods to prove negligence on the part of the warehouseman or his employees. Here is the law: First, the bailor, or owner of the stored goods, must prove that the warehouseman took possession of his goods; 2nd, he must prove that upon demand the warehouseman failed to deliver the goods; and 3rd, it then becomes incumbent upon the warehouseman to go forward with proofs not necessarily showing that he used proper care in handling the goods, but merely showing by clear and satisfactory proof that the goods were lost, and the manner in which they were lost. When the warehouseman has furnished such proofs satisfactory to the court and jury, and if such proofs do not disclose lack of due care on his part, then the owner of the goods must prove negligence on the part of the warehouseman. Otherwise, the warehouseman is not liable. Furthermore, any verdict rendered by a jury contrary to these explained rules of law will be reversed by a higher court.

For illustration, in *Yeo v. Miller North Broad Storage Co.*, Pennsylvania, 23 Atl. (2nd) 79, it was shown that household goods stored in a warehouse were destroyed by fire. The owner sued the warehouseman believing that the warehouseman was bound to prove that he had exercised proper care over the goods. The negligence of the warehouseman was not shown, but a verdict for about 1/4 of the amount claimed (evidently a compromise) was rendered by the jury. The warehouseman appealed to the higher court which reversed the verdict, and stated important law, as follows:

"We have nothing in this case to

show on what ground the verdict—which was evidently a compromise, for it was about a 4th of the amount claimed—was rendered. . . . We are of the opinion that a new trial should be awarded, at which the relevant facts can be fully produced on both sides, and a just verdict arrived at by applying those principles to the facts in evidence as determined by the jury."

Motor Tax Ordinance Void

RECENTLY, many municipalities have enacted ordinances taxing or regulating motor trucks. The usual reason for these ordinances is that the municipal authorities either do not want heavy trucks to pass through the city, or they desire to restrict their passage.

It is important to know that a recent higher court held ordinances of this nature void.

In *Western Auto Transports, Inc., v. City of Cheyenne*, Wyoming, 120 Pac. (2nd) 590, it was disclosed that certain municipal authorities passed an ordinance requiring payment of high license fees by all owners of motor trucks which passed through the city. In holding the ordinance void, the court said:

"If the owner or driver of a motor vehicle could be held up and made to pay a license fee or tax by the authorities of every city, town and village, he visited or passed through, it would be impossible for any one to use or operate a motor car for the purposes for which it was purchased or intended and ordinarily used."

On the other hand, the higher courts consistently hold that the State legislature has supreme power over its highways and may regulate or entirely prohibit the use thereof by intrastate carriers. See notes, 87 A. L. R. 735, 81 A. L. R. 1415, 56 A. L. R. 1056. Moreover, the State has the power, even as to interstate commerce, to make reasonable regulations. But merely because the State has such power, it by no means follows that municipalities have it also. Municipalities occupy a much more humble position than the ordinary counsel for the city is willing to admit. They are the creatures of the legislature, and have only such powers as have been granted by the State. Streets in municipalities are part of the highways of the State and the legislature has the primary power to control and regulate them. The legislature may delegate the power of control and regulation of streets to municipalities. With respect to the legality of unreasonable municipal license or tax laws, or other laws regulating motor vehicles, a recent court said:

"Whatsoever the legislature intended or meant, it was never intended to permit such a condition of affairs."

Also, see *Dent v. Oregon City*, Oregon, 106 Or. 122, in which an ordinance was passed prohibiting any common carrier or motor trucks on its streets without ob-

taining a franchise from the city. The court held the ordinance invalid, and in the course of its discussion stated as follows:

"The right to use the public highways of the State by the ordinary and usual means of transportation is common to all members of the public without distinction, and extends to those engaged in the business of carrying freight for hire by such ordinary and usual means of transportation."

Damages Avoided

NUMEROUS higher courts have held warehousemen liable in damages for injuries sustained by customers while on the warehouse premises. The law is well settled that warehousemen are required to provide reasonably safe premises, properly illuminated stairways, aisles, and the like.

However, a recent higher court established new and important law to the effect that if a customer voluntarily goes on warehouse premises not intended for his use, and where a sign clearly imparts this information, the customer is not entitled to recover damages for a sustained injury.

For illustration, in *Newell v. Schultz Bros. Co.*, Wisconsin, 1 N. W. (2nd) 769, it was disclosed that on the outer side of a door, leading to a dangerous stairway, there was fastened a large white cardboard sign with large black lettering reading "Employees Only". Neither the areaway nor the stairway were intended to be used by customers, excepting that the basement contained some merchandise and occasionally customers escorted by employees were taken to the basement.

One day, a woman customer, without knowledge of any employee, walked through this door, fell down the unlighted stairway, and was severely injured. She sued to recover damage.

The lower court held the customer entitled to recover heavy damages. However, the higher court reviewed the testimony and reversed the verdict, and in holding the customer not entitled to recover any damages, this court said:

"Without notice to or knowledge of defendant as to her purpose or intended action, she walked voluntarily through the doorway and past the door marked 'Employees Only' into the areaway, where she stepped to her left and fell down the stairs. . . . When the plaintiff (customer) sustained her injury, she had become, as a matter of law, a trespasser, as that term is used in the law of negligence to whom defendant owed no duty."

Therefore, in view of this new law, it is important that warehousemen, and other readers, provide warning signs at dangerous portions of the premises which customers are not expected to use. In this manner, heavy damage allowances may be avoided, particularly for the reason that the courts in all localities will be governed by the decision rendered in the above discussed late case.

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(See advertisement elsewhere in this issue.)

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(See advertisement elsewhere in this issue.)

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Rivay Sales Corp., 40 Rector St., New York, N. Y.

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Darnell Corp., Ltd., P. O. Box 4027, Sta. B, Long Beach, Calif.

Puttling Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

(See advertisement elsewhere in this issue.)

Standard Pressed Steel Co., Box 560, Jenkintown, Pa.

(See advertisement elsewhere in this issue.)

CLOCKS (Time and Watchmen's)

American District Telegraph Co., 155 Sixth Ave., New York, N.Y.

CONVEYORS (Belt)

A. B. Farquhar Co., Limited, 502 Duke St., York, Pa.

(See advertisement elsewhere in this issue)

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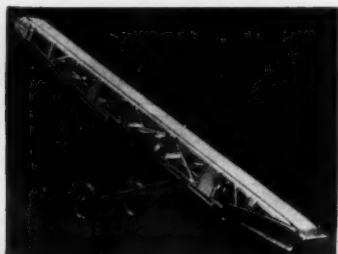
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Write for Bulletin 55, with illustrations and specifications

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New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

CRANES (Mobile)

Silent Hoist Winch & Crane Co., 857 63rd St., Brooklyn, N. Y.

Blwell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.

DOLLIES

Nutting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.

(See advertisement elsewhere in this issue.)

Self-Lifting Piano Truck Co., Findlay, Ohio.

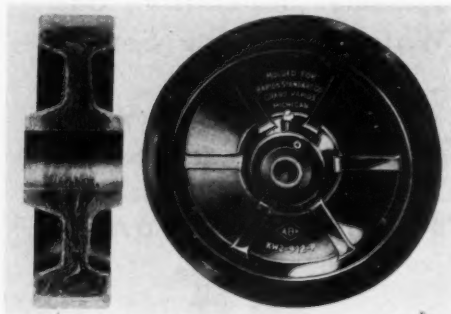
(See advertisement elsewhere in this issue.)

NEW PRODUCTS

Resinoid Wheel

THE new ABK resinoid wheel for materials handling trucks has been designed, according to the maker, to overcome floor wear and chipping, to be non-sparking so as not to start fires, to withstand overloading, to stand impacts, to push easy under capacity loads, and to not be affected by oils, greases and temperature changes.

The wheel is composed of 2 component parts that are moulded under high heat and pressure into one indestructible unit. The



core stock is compounded for resiliency and shock-absorbing qualities to make the wheel highly resistant to impact. The inherent quality simulates cushion-type wheels without sacrificing rolling efficiency, it is stated. The laminated tread stock is highly resistant to wear and impact and chipping of the tread is reduced to a minimum, due to the laminated structure. Made in a number of different sizes for industrial truck and caster uses by the Rapids-Standard Co., Grand Rapids, Mich.—DandW.

Luminous "Blackout" Paint

A LUMINOUS "blackout" paint, which can be applied to objects of all kinds and renders them visible in the dark, has been developed by Maas & Waldstein Co., makers of industrial finishes, Newark, N. J.

Unlike the radium-active finishes commonly used on watch dials, the new paint owes its luminosity to a substance which re-radiates light, according to the manufacturer. It contains no toxic materials. After the paint has been exposed to either daylight or ordinary electric illumination for a few minutes, it glows for about 20 hrs. and repeats the action after re-exposure.

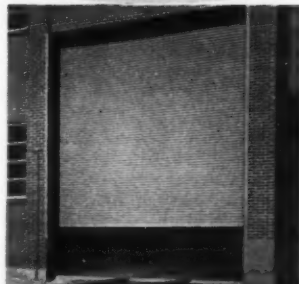
The new paint, which is known as Durand Luminous Paint, must be used over a special primer and thinned out with a special thinner, both of which are supplied with the paint. One thick coat, or, preferably, several thin coats, of the paint produces a flat white finish suitable for indoor service. For a glossy finish, or for outdoor service, the paint is covered with a special clear topcoat. Each coat air dries in from 1 to 4 hrs. depending upon weather and other conditions.—DandW.

Acquires Westco Pump Div. of Micro-Westco, Inc.

The Westco Pump Div. of Micro-Westco, Inc., Bettendorf, Iowa, manufacturer also of Micro lever dollies used in materials handling, has been purchased by the Pomona Pump Co., Pomona, Cal., manufacturer of vertical pumps. The newly acquired business will be operated as Pomona Pump Co., Westco Div., at 2621 Locust St., St. Louis, and manufacture continued from the St. Louis plant of the Pomona company. The management and key personnel of Westco will be transferred to St. Louis.

TWO WAYS TO SPEED UP HANDLING, CUT DOOR COST

Compactly coiling, upward-acting KINNEAR ROLLING DOORS save floor, wall space. Open out of way, safe from damage. Clear all nearby objects. Work quickly, easily. Never in your way! Tough, durable all-steel construction. Motor or manual control. KINNEAR BIFOLD offers same advantages in sectional type door, with or without window sections. New catalog just off press... write today!



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International Harvester Co., Inc., 150 No. Michigan Ave., Chicago, Ill.

Mark Trucks, Inc., 34th St. & 48th Ave., Long Island City, N. Y.

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Louisville Bedding Co., 420 East Main St., Louisville, Ky.

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

Self-Lifting Piano Truck Co., Findlay, Ohio.

(See advertisement elsewhere in this issue.)

PADS (Kersey)

Louisville Bedding Co., 420 East Main St., Louisville, Ky.

New Haven Quilt & Pad Co., 80-86 Franklin St., New Haven, Conn.

PIANO DERRICKS AND TRUCKS

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(See advertisement elsewhere in this issue.)

MAKE YOUR MEN CAREFUL IN SPITE OF THEMSELVES



Reliable men hard to get? Make the best of what you can get. Make your present men careful in spite of themselves by equipping each van with an adequate supply of Defender Pads and Form-Fit Covers. You will be pleased with the reduction in damage claims that will follow immediately.

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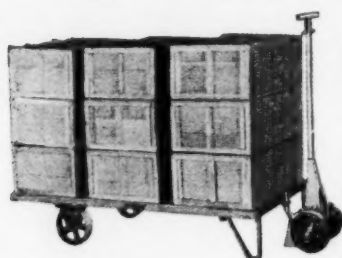
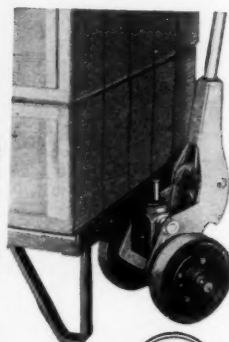


Fig. 421 LIVE SKID has two load-carrying wheels near one end, and steel legs at the other end. WITH FIG. 419 JACK the steel legs are raised off the floor and truck easily pulled or pushed when the load is to be moved. An ideal "set-up" for many factories, assembly plants, warehouses, etc.



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(See advertisement elsewhere in this issue)

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(See advertisement elsewhere in this issue.)

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Service Recorder Co., 1375 Euclid Ave., Cleveland, Ohio.

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Mercury Manufacturing Co., 4104 S. Halstead St., Chicago, Ill.

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TRAILERS (Industrial)

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TRAILERS (Motor Truck)

Fruehauf Trailer Co., 10936 Harper Ave., Detroit, Mich.

Herman Body Co., 4406 Clayton Ave., St. Louis, Mo.

(See advertisement elsewhere in this issue.)

TRUCK BODIES (Refrigerated)

Fruehauf Trailer Co., 10936 Harper Ave., Detroit, Mich.

International Harvester Co., Inc., 180 No. Michigan Ave., Chicago, Ill.

TRUCKS (Cabinets & Ranges)

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(See advertisement elsewhere in this issue.)

Portable Searchlight Unit

A POWERFUL, portable searchlight unit, called the "Hawk," a self-contained source of light for the protection of factories. This new unit has a 24-in. searchlight with 3½-million candle power which throws an effective beam of light for one mile. Two 30,000-candle power wide-angle floodlights are also mounted for use as auxiliary or general lighting. If desired, more powerful searchlights may be used; with candle power up to 9½ million and effective lighting ranges up to 3 miles.

The machine has countless uses, according to the maker. It is able to throw a long, concentrated beam of light making it ideal for laying a stretch of pipe, for lighting the way for contractors' hauling units on cut and fill work or for general



Milwaukee Journal Photo

contractor use on building work. In case of air attacks, municipalities are expected to find it useful in keeping enemy planes high enough to make their bombing inaccurate.

Mounted on a 2-wheel sprung frame and pneumatic tires, the outfit is easily towed by a motor vehicle. A 3rd retractable wheel allows unit to be wheeled easily into position by the operator.

Power is supplied by an air-cooled, 14 hp. Le Roe engine equipped with an electric starter. A 5,000-watt self-regulating D.C. generator, connected to the engine, delivers direct current at 110 to 120 volts; the voltage is adjustable by means of a rheostat located on the control panel. The machine also has a control panel with receptacles for operating small Universal hand tools, such as electric drills, etc.—Made by Lister-Blackstone, Inc., Milwaukee.—DandW.

Liquid for Starting Wet Engines

A NEW liquid preparation, said to be effective in starting wet engines instantly, and in keeping them protected against rain, snow, sleet, salt water and corrosion when it is applied to electrical parts and connections. Known as "No Stalls," the liquid is brushed over spark plugs, distributor caps, high-tension cables and battery terminals. It prevents battery corrosion and eliminates noise and interference in radios from high-tension wires and spark plugs. Made by Cleaver Products Co., Olympia, Wash.—DandW.

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 Howell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.
 Mercury Manufacturing Co., 4104 S. Halstead St., Chicago, Ill.
(See advertisement elsewhere in this issue.)
 Townmotor Co., 1269 E. 152nd St., Cleveland, Ohio.
(See advertisement elsewhere in this issue.)
 Vaughan Motor Co., 800 S.E. Main St., Portland, Ore.
(See advertisement elsewhere in this issue.)

TRUCKS, HAND (Cartons & Cases)

Utting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.
(See advertisement elsewhere in this issue.)
 Self-Lifting Piano Truck Co., Findlay, Ohio.
 Standard Pressed Steel Co., Box 560, Jenkintown, Pa. (Platform)

TRUCKS (Lift)

Automatic Transportation Co., 115 West 87th St., Chicago, Ill.
Baker-Raulang Co., 2176 W. 25th St., Cleveland, Ohio.
(See advertisement elsewhere in this issue.)
 Howell-Parker Electric Co., 4110 St. Clair Ave., Cleveland, Ohio.
 Mercury Manufacturing Co., 4104 S. Halstead St., Chicago, Ill.
(See advertisement elsewhere in this issue.)
 Townmotor Co., 1269 E. 152nd St., Cleveland, Ohio.
(See advertisement elsewhere in this issue.)
 Vaughan Motor Co., 800 S.E. Main St., Portland, Ore.
(See advertisement elsewhere in this issue.)

TRUCKS (Refrigerator)

Utting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.
(See advertisement elsewhere in this issue.)
 Self-Lifting Piano Truck Co., Findlay, Ohio.

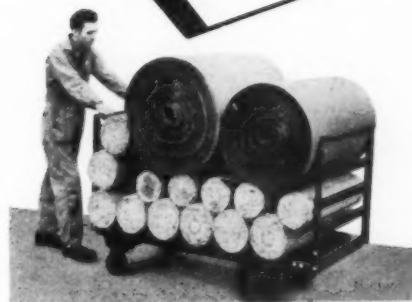
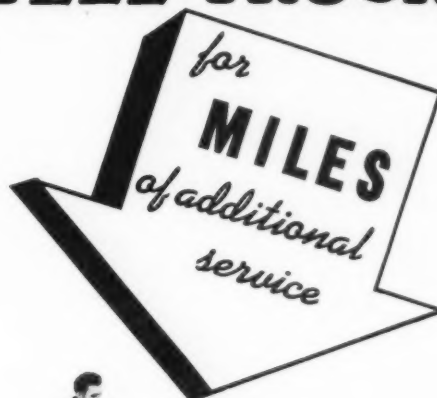
WHEELS (Industrial Truck)

Darnell Corp., Ltd., Box 4027, Sta. B, Long Beach, Cal.
(See advertisement elsewhere in this issue.)
 Utting Truck & Caster Co., 1162 Division St., W., Faribault, Minn.
(See advertisement elsewhere in this issue.)

Dirt Solvent

ANEW mineral grease and dirt digestive solvent called Gunk X-11 is now available in concentrated form. Diluted with a grease solvent, the cleaning method is carried out by cold immersion of greasy or dirty parts. Rectangular tanks of 300-gal. capacity are suitable for the solvent bath. It is claimed that trichlorethylene vapor degreasing tanks may be converted for use with this solvent digestive and emulsifying method. Manufacturer, Curran Corp., Malden, Mass.—*Dand W.*

HALLOWELL STEEL TRUCKS



MANY TYPES AND STYLES — EACH ONE A MODEL OF STAMINA — AVAILABLE FOR EVERY JOB.



Fig. 760
1-Bar Handle



Fig. 751
4-Pipe Stakes



Fig. 772
1 Rack



Fig. 753
4-Wooden Stakes

Floor trucks can't be sissies . . . they have to be able to "take it" if they're going to earn their keep. That's why "Hallowell" Steel Trucks are so popular—they're built to take years of punishment without frequent and expensive maintenance required by ordinary trucks.

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IN THE *Cold Storage* FIELD

Optimism Prevails in Reefer Car Field

A WARNING to shippers against pyramiding orders for refrigerator cars and a plea for quicker loading and releasing and for increasing tons per car were expressed by W. B. Beck of Chicago, manager, Refrigerator Car Section, Assn. of American Railroads, in an address before the 22nd annual convention of the California Assn. of Ice Industries at Los Angeles, March 5.

Speaking on the subject "The Handling of Perishable Shipments for the Duration," Mr. Beck sounded an optimistic note with the statement that continued co-operation of shippers with the railroads will enable the rail carriers to "come through the emergency with a minimum of difficulty and maximum of service to the shippers."

Mr. Beck pointed out that the railroads have been forced to take on additional burdens with the decrease in water transportation facilities and the cessation of waterborne shipping in some areas. A serious development which has aggravated rail transportation, he asserted, was the total cessation of banana shipments by vessel from Central America to the Pacific Coast of the United States. Those shipments, he pointed out, now enter through New Orleans, Mobile, Galveston and other Gulf ports and must be transported to the Pacific Coast in refrigerator cars.

In an analysis of the refrigerator car distribution in various sections of the country, he presented the following picture:

"Except for a slight shortage in California during January, the year has been good. The North Coast is getting along first rate. Texas has a big crop, but we have been able to give her all the refrigerators needed."

"Refrigerator movement in the Middle West has been dislocated somewhat by the great demand and we have been forced to reset our program. A problem in that area is to obtain 2-way service out of refrigerators by finding loads for the return trip."

"Naturally, we must and will supply cars on the Atlantic Coast and we shall continue to provide for the great interior bread basket."

"Sporadic shortages of refrigerator cars may be expected in Florida where 71,000 cars will be needed during the next 18 weeks to handle the perishable fruit and vegetable crop. Florida has not all the cars required and we are attempting to relieve the situation by recommending the use of ventilated cars and box cars for short haul perishables in temperate zones."

Summarizing his analysis of refrigerator distribution, Mr. Beck said:

"There will be sporadic shortages of refrigerators during the course of the year but, on the whole, you can expect a fair distribution of refrigerators in 1942."

He cited the following points on which shippers can aid the rail carriers in expediting refrigerator car service:

"Place orders for refrigerator cars only as currently needed without duplication of such orders as between carriers."

"Load to full cubical and axle capacity. Heavier loading of refrigerators is necessary to conserve the supply. I can cite an instance noted in the Red River Valley where potato shippers use standard car loads of 36,000 lbs., whereas they could easily load 40,000 lbs. by stacking between doors and making other minor changes in loading practices."

"Use reconignment and diversion privileges to the least possible extent."

"Load and bill cars promptly."

"Release cars from load within 48 hrs."

"Refrain from using refrigerators for dried fruit and other such non-perishables for the duration, which can move as well in non-refrigerated box cars."

"Remove dunnage and rubbish immediately so the car will not have to be sent to the cleaning tracks."

Mr. Beck disclosed that the available supply of re-

frigerators is slightly in excess of 150,000, divided as between railroad owned and railroad controlled, 115,000; private transportation lines, 26,000; shipper-owner, 9300. He reported that in 1941 there were put into service 2200 new cars, with 1400 on order.

"The bad order situation is better than it ever was before," he stated, "being 50 per cent less than in 1941. Our net ton-miles are considerably above the highest year in our records, this being due to a greater rapidity in freight train speed and to heavier loading progress made in all industry."

"The carriers, the Car Service Division and the shippers are thinking and working alike with respect to refrigerators. Fortunately for the carriers we have no such accumulation as existed during the last World War when there were something like 200,000 cars being used for storage of Government freight not yet required for manufacture. Today, the Government agencies are displaying the greatest interest in this matter and will not permit material to move forward unless disposition is in sight."

Mr. Beck declared that one of the greatest assets of the railroads comes through the Shippers Regional Advisory Boards and their Vigilante Committees, all of which, he asserted, are cooperating with the rail carriers in the matter of reasonable methods of ordering cars, loading to capacity, and in removing dunnage and debris.

Concerning a tightening of I.C.C. regulation and government control, the official said:

"We take occasion to remind you of Commissioner Johnson's warning as a representative of the I.C.C. He has direct charge of the Bureau of Service and says that unless shippers and railroads cooperate in the methods above discussed, it will be necessary to issue Commission orders requiring compliance."

"It is our belief that under Mr Eastman's leadership and with the kind of assistance now being obtained from the shippers we shall go over the top without the necessity for additional orders or anything looking like Government control of our railroads."—Herr.

No Food Spoilage on Ships Being Built

What was a major problem in World War I, the danger of food shipments to allied nations spoiling in transit, has been practically eliminated in this war.

Today practically every merchant ship being built has part of her cargo holds refrigerated. Many older vessels, built without refrigerated compartments, are having equipment installed so as to take part in the huge job of carrying food to the armed forces and to our Allies.

This is true not only of United States registry ships, but of allied nations' ships as well.

One of the most recent installations is that completed aboard the M. V. Ensenada. Owned by Naviera Pro-Mex, of Mexico, this motorship is now in service transporting frozen foods.

In order to transport frozen foods successfully, the temperature in the cargo hold must be held at zero degrees Fahrenheit. To lessen the cooling load, the hold of the Ensenada was lined with 6 in. insulation and divided into 3 compartments by insulated bulkheads or partitions. Two Carrier Cold Diffuser units supply the low temperature air conditioning. Mounted just forward of the bulkhead separating the refrigerated hold from the engine room, the units are connected by air ducts to and from all 3 compartments. In

(Concluded on page 67)

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Alabama Fur Stores Must Qualify as Public Warehouses

Dry cleaners, department stores and other firms which store furs and fur coats for hire will be required to qualify as public warehouses and pay licenses and fees as such, a ruling from the State attorney-general says. The opinion holds that "a person, firm or corporation operating a warehouse for the purpose of storing furs and fur coats for hire" is subject to operation of the State warehouse act.

The first step such a concern has to take is to apply to the department of gins and warehouses of the State Department of Agriculture for a warehouse permit, furnish certain required information on forms supplied by the department, and make \$5,000 bond. There is a \$5 fee for issuance of the warehouse permit.

The ruling also holds that fur storage places are

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liable for the annual \$25 privilege license levied on warehouses generally, which is obtained from the probate judge of the county in which the concern operates. Before obtaining this license, it is necessary for the applicant to qualify first with the Department of Agriculture.—M. Smith.

W. Coast Changes Significant

Traffic managers on the West Coast, according to the Western Trucking News Service, are witnessing almost overnight changes in all industries. Probably the most often comment on the situation is the fact that many firms are virtually selling themselves out of business by shipping out goods that can't be replaced.

These traffic men believe that transcontinental truck freight is probably destined to have the biggest jump in history in the next 2 months, should Australia continue as a base of operations and the present movement of goods to the West continue with the present volume. On the other hand, should Australia be lost and the United Nations have to make a stand in India or Africa, the movement would be reversed and the goods would flow through other ports.

Women employes in warehouses as well as overage personnel may force some changes, unions or not. Changes that would have to be made, it is stated, would be less rehandling, detailed instruction sheets taking up an eventuality, and work scheduled so that one experienced man by consulting records could keep a tab on the whole picture more completely than is necessary with more skilled personnel.

Pilferage has jumped, it is also stated. Even grocery products that on account of their relatively low value have in the past been immune, seem now to come in for attention.

Packing problems continue. New house rules in several places call for the salvage of all excelsior, wrappings, etc., for repacking as well as wood frames, etc. The bright idea that started some time ago of labeling every thing "Glass-Fragile" has in some places been overdone enough that it has defeated the whole idea.

One firm that some time ago put in new instructions for unpacking incoming shipments with a view to saving every bit of packing material in the best possible shape may have found the answer in its case. Increase in prices of used cartons indicate that no matter how unsatisfactory (unless carefully remarked) use is being widened.

New containers supplanting tin, metal, etc., are likely to present new problems. Leaky barrels recently used as a substitute for former tin containers (grocery stores may return to bulk goods such as barrels for pickles, etc.), made quite a problem for the truck line hauling; the wrangling still continues. Wax paper covers in place of former cloth covering of certain items make more careful handling necessary and breaks occur even then, according to reports. Plastic covers in place of metal for bottled items apparently need more filler to provide a "give" in order to stay screwed on and several reports recently of caps coming off and damaging nearby goods have been made.

Getting goods to destination in good shape with ersatz materials for both manufacture and packing may be the next big problem for shippers and receivers.

Maritime Comm. Control Over Municipal Terminals Undecided

Whether the Maritime Commission may assume jurisdiction over San Francisco Bay area municipally owned terminals is still undecided. During the last week in February, further hearings were held and a 3-judge Federal court again adjourned the case so that both sides might present further briefs. The terminals have 20 days from the beginning of March to file additional

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briefs. This done, the Commission is entitled to similar period for brief submission. A further 15-day respite is then granted to both sides for rebuttal. *Gidlow.*

Pac. Coast Maritime Industrial Board

Admiral Emory S. Land, Administrator of the War Shipping Administration, announced the creation of the Pacific Coast Maritime Industrial Board March 11.

The Board, which constitutes an agency within the War Shipping Administration, was appointed to coordinate the efforts of the Pacific Coast employers and employee groups of the longshore industry to achieve maximum efficiency in the loading and discharging of vessels on the Pacific Coast.

The Board consists of 5 men, 2 representing the unions and 2 the employers, and a chairman, plus a vice-chairman, to act and to vote for the chairman when the latter is not present. Also provided under the order is the appointment of 2 alternate employer representatives and 4 alternate union members, 2 from the A.F.ofL. with instructions to act when disputes or investigations involve A.F.ofL. West Coast unions, and 2 C.I.O. alternates with similar instructions.

Wayne L. Morse, dean of the Oregon University Law School, Eugene, Ore., and a member of the National War Labor Board, was appointed chairman of the board, and Paul Eliel, professor of Labor Relations, Graduate School of Business, Stanford University, as vice-chairman.

The names of the representatives of the employer and union groups will be announced at a later date, Admiral Land said. He emphasized that Mr. Morse will retain his membership on the National War Labor Board and will devote part time only to the supervision of the new board.

Admiral Land pointed out that he expected the board to assist him in breaking the bottleneck in shipping on the West Coast by reducing the turn-around period of all vessels transporting strategic and vital war materials, and thereby resulting in a larger available tonnage.—*Manning.*

Big Rail Oil Shipments on Pacific Coast

Unpublicized movements of oil by rail on the Pacific Coast toward the end of February signalized what can only be described as a revolutionary change in the oil transportation picture. Not since the great maritime labor crisis on this coast in 1936, when for a brief period emergency shipments of oil were made from California to the Pacific Northwest, and never before that time, have oil shipments of any size moved by rail in this territory.

The tanker shortage on this coast has created an emergency situation in the Northwest. First large-scale move to remedy it was the unannounced assemblage of a 50-car train of oil company tank cars in mid-February. Fuel oil was the chief cargo. The "pioneer" train moved over Southern Pacific lines from San Francisco to the Pacific Northwest. The following day a 2nd train, also of 50 cars, left for the same destination and a 3rd was assembled in Los Angeles. First 2 trains carried oil for Standard Oil of California, Shell Oil and Tide Water Associated; for the 3rd train, Texas Oil, Richfield, General Petroleum and Union Oil, all primarily Southern California companies, combined.

Sad part of the picture is that oil shipments cost in the neighborhood of \$1.50 a barrel in the case of fuel oil and this commodity has formed the bulk of the rail oil shipments to date.—*Gidlow.*

GREENWICH, CONN.

NEW CANAAN, CONN. DRINKWATER SONS, Inc.
REDFORD, N. Y.
PORT CHESTER, N. Y.

Over 50 Years in Business

DRINKWATER SONS, Inc.
OFFICES: 122 RAILROAD AVE.

2 WAREHOUSES
STORAGE — MOVING
Pier Deliveries.

Daily Intercity Deliveries. Custom Bonded Trucks. Local and Long Distance Moving.
 Licensed liquor carriers.
 Member N.Y.W.A., C.W.A.

HARTFORD, CONN.

E. G. Mooney, Pres. J. G. Hyland, V.-Pres.

HARTFORD DESPATCH and WAREHOUSE CO., Inc.

410 CAPITOL AVENUE, HARTFORD, CONN.

3 Bonded Warehouses. Pool Car Distribution. Household and Merchandise facilities. Private Siding. Our fleet covers Connecticut and Massachusetts daily. Warehouses at Bridgeport, Conn., and Springfield, Mass.
 Members: NFWA—AWA—ACW—AVL Agents

HARTFORD, CONN.

Established 1902



SILLENCIE Warehouse Co., Inc.

HOUSEHOLD GOODS EXCLUSIVELY

Fireproof Warehouses

N.Y.A. C.W.A. C.M.T.A. C.C.C.

NEW HAVEN, CONN.

M. E. KIELY, Pres.

DAVIS STORAGE COMPANY

335 East St., New Haven, Conn.
 Modern Fireproof Merchandise Warehouse
 Private seven-car Siding, adjacent to Steamship and R. R. Terminals. Pool and stop over cars distributed. Merchandise Storage.
 Motor Truck Service to all towns in Connecticut.
 Low Insurance Rate. Prompt, Efficient Service.

Member of Connecticut Warehousemen's Assoc.



Member NATIONAL FURNITURE WAREHOUSEMEN'S ASSN.
 Agent ALLIED VAN LINES, INC.

STORAGE and DISTRIBUTION



Established 1860

THE SMEDLEY CO. 165 Brewery St., New Haven, Conn.

Members: AWA, NFWA, CWA, New Haven, Chamber of Commerce, Hauling Agent Allied Van Lines, Inc.



Merchandise, automobiles, furniture—23 buildings—ADT supervised watchman service—Low insurance rates—15 car siding—Central location—Daily truck delivery service covering Connecticut and southern Massachusetts—Bonded with U.S. Customs.

TORRINGTON, CONN.

Established 1860



The E. J. Kelley Co. Storage Warehouses

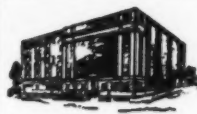
Main Office, Torrington, Conn.—Telephone 9243
 One of New England's Largest Transportation Companies

Household Goods Packed, Stored, Shipped. Merchandise Storage and Distribution. Pool Cars Distributed in All Parts of Connecticut. Branch Offices in Bridgeport, Hartford, New Haven & Waterbury, Conn.; Springfield & Worcester, Mass.

ATTENTION SHIPPERS

Freight can be saved in substantial sums, if shipments are being made LCL from factory, or if a distant warehouse is used.

WASHINGTON, D. C.



E. K. MORRIS, President
 Member—NFWA, AVL, WWA, CS&TA, DCTA

Telephone ADams 8400

FEDERAL STORAGE COMPANY

1701 FLORIDA AVENUE

(See Page Advertisement Directory Issue)
 Member—NFWA, AVL, WWA, CS&TA, DCTA

WASHINGTON, D. C.

Maurice Kressin, Mgr.

Manhattan Storage & Transfer Co.

639 New York Ave., N.W., Washington, D. C.

Household Goods storage, packing, shipping. Pool Car Distribution Merchandise.

Lift vans local delivery.

Member Ind. Movers & Warehousemen's Assoc.

WASHINGTON, D. C.

SHIPMENTS DELIVERED AT CURRENT RATES IN WASHINGTON AND VICINITY

Security Storage Company

OF WASHINGTON

Capital, Surplus and Reserves over \$1,200,000
 Security (steel) lift vans for overseas shipments. Door to door rates quoted, both to and from Europe and South America. All risk insurance if desired.
 Members: NFWA, AVL Canadian, British, French & German Assns.
 1140 Fifteenth Street, Washington
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WASHINGTON, D. C.

Fireproof Storage Warehouses



SMITH'S TRANSFER & STORAGE CO., INC.

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Washington, D. C.

A.T.A.—D.C.T.A.—Board of Trade, Washington, D.C.

WASHINGTON, D. C.



GENERAL MERCHANDISE STORAGE

Pool Car Distribution—City Delivery Service

Direct Switching Connections into Warehouse Pennsylvania Railroad

TERMINAL REFRIGERATING & WAREHOUSING CORPORATION

4th and D Streets, Southwest

Member of A. C. W.

WASHINGTON, D. C.

W. E. EDGAR, Supt.

THE TERMINAL STORAGE COMPANY OF WASHINGTON

First, K and L Streets, N. E.

Large buildings of modern construction, total floor area 204,000 square feet, of which 109,000 square feet is of fireproof construction.

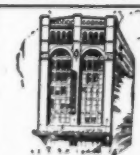
Storage of general merchandise

CONSIGN SHIPMENTS VIA B. & O. R. R.

Heated rooms for protection against freezing.
 Member of American Warehousemen's Association

WASHINGTON, D. C.

Established 1901



UNITED STATES STORAGE COMPANY

418 10th Street, N. W.

We Reciprocate Shipments

(See Advertisement in Directory issue, page 112)
 Member of N.F.W.A.—W.W.A.

JACKSONVILLE, FLA.

FLORIDA'S LARGEST WAREHOUSE



Union Terminal Warehouse Company

700 East Union Street

Merchandise Storage—Custom Bonded—Pool Car Distribution
Reconsigning—Trucking Service—Trackage 52 Cars
Reinforced Concrete—Sprinkler System—A.D.T. Service
Insurance Rate 12 Cents
Rental Compartments—Sub-Postoffice.
Members A.W.A.—A.C.G.-W.—J.W.A.

TAMPA, FLA.



"Your Tampa Branch House"

GALDWELL BONDED WAREHOUSES

MERCHANDISE—HOUSEHOLD GOODS
Member American Warehousemen's Assn.

TAMPA, FLA.

GULF FLORIDA TERMINAL CO., INC.

P. O. Box 2481

TAMPA, FLORIDA

Phone M-8151

Cold Storage—Air Conditioned Storage—General Merchandise Storage
Pool Car Distribution—U. S. Customs Bonded Warehouse—Precooling
PRIVATE DOCKS—Direct Steamship Service: Pan Atlantic Steamship Line,
Waterman Steamship Line.
PRIVATE RAILROAD SIDINGS—Atlantic Coast Line, Seaboard Air Line.
FIREPROOF BUILDING—Sprinkler System. Insurance rate 14¢.
MEMBER—AWA—ARW—ACW

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TAMPA

Merchandise Storage
Pool Car Distribution
Commercial Cartage
Water & Rail connections
Low Insurance Rate
Household Goods Storage
Moving—Packing—Shipping
Agents Allied Van Lines
National Movers
Members: AWA—NFWA

TAMPA, FLA.

TAMPA COLD STORAGE & WAREHOUSE CORPORATION

Loans on Stored Commodities. Sales Representation. Privately Bonded.
Pool Cars Handled.
Located in heart of Tampa. General merchandise—Cooler and sharp freezer cold storage. Efficient distribution over entire state. Field Warehousing.

380,000 Sq. Ft.
of Space

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Represented by
ALLIED DISTRIBUTION INC.

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WILLIAM J. EVE, Manager

WAREHOUSE, INC.

BONDED

CARLOAD AND COMMERCIAL STORAGE
POOLED CAR DISTRIBUTION

Morgan and Water Streets, Tampa, Florida

ATLANTA, GA.

AMERICAN BONDED WAREHOUSE

Affiliated with

SOUTHEASTERN BONDED WAREHOUSES

"Better Warehouse Service"

651-653 Humphries St., S. W.—Sou. R. R.

Merchandise Warehousing Pool Car Distribution
Sprinklered A.D.T. Burglar Protection A.W. Am.



ATLANTA, GA.

SAVANNAH, GA.

BENTON RAPID EXPRESS

The Fastest Freight Service Between Atlanta and Savannah and Intermediate Points

Ask us to quote on all kinds of shipments received from and delivered to Steamship Lines—Serving the Port of Savannah

Principal Office
1 Victory Drive,
Savannah

Atlanta Office
436 Whitehall St. S. W.

ATLANTA, GA.

"Atlanta's Largest"

MONROE BONDED WAREHOUSES

Invested Capital \$325,000

Lowest Warehouse Insurance Rate in Atlanta

MERCHANDISE—COLD STORAGE—TRUCKING

Private Railroad Sidings—Concrete Warehouses
A.D.T. Service Member: A.W.A.

ATLANTA, GA.

ESTABLISHED 1917

SECURITY WAREHOUSE COMPANY

113-129 COURTLAND ST. S. E.

Commercial Warehousing at Its Best

SAVANNAH, GA.

Savannah's only bonded warehouse
SAVANNAH BONDED WAREHOUSE & TRANSFER COMPANY.

BAY STREET EXTENSION & CANAL,

Post Office Box 1187

General Storage—Distribution—Reconsigning
Custom House Brokers—Custom Bonded
Regular steamship service from principal
Eastern, Western & Gulf ports—track con-
nections with all rail and steamship lines.

R. B. Young, President.
F. J. Robinson, Vice-President.
Members—A.W.A.—A.C.W.



HONOLULU, HAWAII

WHEN SHIPPING GOODS TO HONOLULU

Consign to us and the same will be given our best attention.
Modern Concrete Warehouses. Collections promptly remitted.

Correspondence Solicited

CITY TRANSFER COMPANY

Cable Address: LOVERINO, HONOLULU

BOISE, IDAHO

Concrete Building—Low Insurance Rates

BOISE COLD STORAGE COMPANY

Merchandise Warehousing & Forwarding

Negotiable Warehouse Receipts Issued

Pool Car Distributors

Private Siding U.P.R.R.

304 S. 16th St., P.O. Box 1656, Boise, Idaho



Priority Ratings on Cargoes for Hawaii

Shipments from continental United States to Hawaii will be made hereafter only in accordance with lists of military and civilian requirements approved by the military governor of Hawaii, who is also the commanding general of the Hawaiian Department.

Priority ratings for materials to be shipped to Hawaii, both civilian and military, will be issued by Army and Navy officials on the basis of the lists of requirements.

PD-3A certificates for Army items destined for Hawaii will be issued by military officials at Fort Mason, Cal. PD-3A certificates for Navy items will be issued by the Navy purchasing office in San Francisco. PD-3A certificates for non-military items will also be prepared at Fort Mason, and forwarded to the Army and Navy Munitions Board sub-office in San Francisco, which will assign preference ratings in accordance with such restrictions as may be issued by the Director of Industry Operations.

By administrative order of the Division of Industry Operations, Director of Industry Operations, J. S. Knowlson, has delegated to the Army and Navy Munitions Board authority to assign ratings for both military and civilian items destined for Hawaii.



Member AMERICAN WAREHOUSEMEN'S ASSOCIATION



DOWNTOWN WAREHOUSE

Most Centrally Located

2 Blocks from New Union Station
Canal & Harrison Sts.

CHICAGO, ILL.

Tunnel and Trap Car Service

Liberal Loans Made on Staple Commodities

OPERATING SPACIOUS STORAGE WATER DOCK
FACILITIES AT THE NAVY PIER

CROOKS TERMINAL WAREHOUSES

CHICAGO

NEW YORK OFFICE: 271 MADISON AVENUE

KANSAS CITY

SOUTH SIDE WAREHOUSES

5801-5967 West 65th St.

CHICAGO, ILL.

Capacity 1200 Carloads

Insurance Rates as Low as 12c

OPERATING SPACIOUS WATER FRONT WAREHOUSE
AT 103RD STREET & CALUMET RIVER

Also operate three modern warehouses in Kansas City
and the Overland Terminal Warehouse Company at
Los Angeles, California



SOUTHSIDE RESHIPPING WAREHOUSES
CHICAGO

CHICAGO'S MOST MODERN
WAREHOUSES

Towboats and Barges Now Being Built

(Concluded from page 18)

would go over the boat, and then adding scuppers so that if the waves did go over the boat and onto the deck, the water would wash overboard through the scuppers. Diesel-powered cranes have also been added for loading and unloading purposes.

These rebuilt boats are in reality a combination of towboats and freight boats, being able to carry 400 tons of freight on deck and in addition push 4 barges, each 175 ft. long and 26 ft. wide, carrying from 800 to 1,000 tons of coal, depending on the amount of freeboard that is to be allowed on the barge for rough water.

One such rebuilt boat is 132 ft. long and 33 ft. wide, with entirely clear deck space with 3-ft. bulkhead around the top of the deck. It is so constructed that it can pass beneath river bridges without requiring them to be raised. Its 450-hp. steam engine operates a screw-type propeller.

Some of the new boats recently constructed are for a two-fold purpose. The oil tanker, Minneapolis Husky, built by the Ingalls Shipbuilding Corp., is a case in point. This vessel, 235 by 35 by 14 ft., has a liquid capacity of 13,500 barrels and is so arranged as to permit the carrying of dry cargo. At first glance, the Husky might be taken for a lake or even a coastwise craft, with the pilot house forward and the crews quarters aft. However, huge towing knees stamp her as a river boat and make possible the pushing of one or two extra barges when necessary. The Husky is powered by 2 National Superior engines of 350-hp. each.

CHICAGO, ILL.



ACE WAREHOUSE CO.

417 W. Ohio Street

372 W. Ontario Street

The Warehouse with Personal Contact

Modern Buildings Low Insurance



Member AMERICAN WAREHOUSEMEN'S ASSOCIATION

ANCHOR

STORAGE CO., 219-229 EAST NORTH WATER STREET,
CHICAGO, ILL.

Across the street from Tribune Tower—only 3 minutes from the Loop. The best of re-shipping facilities—direct tunnel connection with all railroads, eliminating cartage. Private switch on C&NW Railway. Delivery platform inside the building. Private dock on Chicago River. Every facility for efficient storage and distribution of your merchandise.

Represented by
DISTRIBUTION SERVICE, INC.

CHICAGO, ILL.

CHICAGO'S LOOP WAREHOUSE C & A TERMINAL CO.

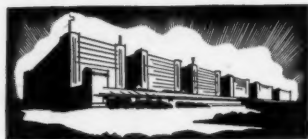
358 W. HARRISON ST.

Modern concrete building. 30 car track served by Alton-B. & O. R.R. Tunnel connection all railroads for L.C.L. shipments. Next door Parcel Post Bldg. for economical and speedy handling of Parcel Post shipments.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.



In Chicago—It's Central



★ In Chicago—It's Central for first consideration because our modern warehouses are located centrally with respect to all Chicagoland. Not only do we enjoy the service of the Chicago Junction Railway—inner belt line which connects directly with every railroad in and out of Chicago—but under our own roof we have one of its union freight stations. This means swift, sure delivery and dispatch of both carload and less than carload shipments without transfer or cartage expense.

★ Our warehouse units front on well paved private streets. Ample parking and loading spaces are assured. A special feature is our second level truckway to which elevators carry our trucks for more rapid loading and unloading.

Throughout our warehouses specially geared elevators are provided in generous number.

★ Natural light on all sides, ample utilities and sprinkler service are other requisites we satisfy. Modern office quarters, heat and power as required, and a staff schooled to be courteous under every circumstance and ready to oblige with the plus-service frequently required by special conditions are other advantages of Central tenancy.

★ These are not by any means all of the good reasons but they present a few of the strong arguments to suggest why, for light manufacture or warehouse purposes, In Chicago—It's Central Storage.

CENTRAL STORAGE & FORWARDING COMPANY

2001 West Pershing Road . . . CHICAGO
Telephone . . . LAFayette 5628

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CURRIER-LEE WAREHOUSES, Inc.

Represented by
SERVICE TO SHIPPERS
CONSOLIDATED
WAREHOUSES

427-473 W. ERIE ST.

Complete Facilities for
Merchandise Storage and
Distribution



CHICAGO, ILL.

Member A. W. A.

Griswold-Walker-Bateman Co.

1525 NEWBERRY AVE.

CHICAGO

- Modern Buildings.
- Low contents insurance.
- Reshipping, city deliveries
- Vacuum fumigation of food stuffs, tobacco, etc.
- Cooling Rooms

- Direct track connections with C&NW, B&O, Soo Line, PM, CGW, and B&OCT Railroads.

- Write for your copy of "The Way to Distribution."

Represented by
NEW YORK
11 WEST 42ND ST. PENN. 6-0968

ALLIED DISTRIBUTION INC.
1525 NEWBERRY AVE., MON. 5531

CHICAGO

CHICAGO, ILL.

Member: N.F.W.A.
Allied Van Lines

Serving Chicago & Suburbs For
Over 35 Years.

Consign Your Shipments To



JOYCE BROS. STGE. & VAN CO.
Main Office 6428 N. Clark Street
Rogers Park 0033



Barge Operators and the War Effort

(Concluded from page 12)

of carrier will not bog down with an overload while another has unused capacity which is going to waste.

Mr. Eastman has urged and continues to stress the necessity of looking at the transportation problem in its broadest aspects, and of avoiding action which would affect the welfare of one type of carrier to the disadvantage of another. In accordance with this policy, the Division of Inland Waterway Transport will analyze operations within its jurisdiction with a view to putting an end to wasteful competitive practices or loss of efficiency due to hauling empty carrying equipment which could be utilized by other carriers for available loads. The observations and comments of the carriers themselves as to inefficiency and waste in existing operations will be essential in this effort.

The Division will also assemble data to show the location and ownership of existing freight-handling terminal facilities at the various ports, the potential capacity of these facilities, and the character and kinds of commodities which can be loaded and unloaded. The extent to which terminal facilities are now employed will also be noted with a view to bringing about more intensive use through the establishment of additional working hours, more frequent shifting of barges, or other methods similar to those followed by the rail carriers in speeding up loading, unloading and actual transit time of freight cars.

With the changes in traffic routes which may reasonably be expected as a result of the discontinuance of intracoastal service and the curtailment of coastwise service, great quantities of freight will doubtless be shunted to the Gulf ports. The destinations or origin points of much of this tonnage are such that it cannot be economically hauled part way by barge and part way by rail. On the other hand, a substantial volume will be moving to or from ports or to or from nearby interior locations where the utilization of barge services will be economically sound. For these reasons, inland waterway carriers will have the opportunity and the duty of playing an important part in the Nation's war effort.

Deadline on Trans-Bay Shipments at San Francisco

As a war measure, trans-bay operators have a definite closing time for trans-bay freight moving between San Francisco and Oakland and adjacent areas. Twelve noon is the closing time if shipments are scheduled for same-day delivery, while 4:45 is the deadline for overnight service. Transportation men say that shippers are proving most cooperative in observing these deadlines and doing all in their power to facilitate freight movements as rapidly and economically as possible.—Gidlow.

Towing and Lighterage Pool to Help Navy

Towage and lighterage operators and owners of similar facilities at San Francisco have been meeting with representatives of the Twelfth Naval District to work out a pooling system so that in case of emergency need, the Navy might have a means of obtaining rapidly sufficient of these facilities for their needs. The pool has been established but will be called on only in real emergency. For normal operations, it is understood, the Navy will continue existing contract operations.—Gidlow.

April, 1942

and W., April, 1942

SHIPPERS' SERVICE SECTION

ILLINOIS

CHICAGO, ILL.

45 Years of Reliable Service



Lincoln Storage and Moving Co., Inc.

4251-59 Drexel Blvd. Chicago, Ill.

Government Bonded Warehouse
Storage—Packing—Shipping
Local and Long Distance Moving

CHICAGO, ILL.

MIDLAND



**A complete warehouse organization
fully equipped to handle merchandise
rapidly and economically**

with convenient locations for local trade and excellent transportation facilities for national distribution. Chicago Junction In and Outbound Union Freight Station—direct connections with thirty-eight railroads. Receiving Stations for Railroads, Express and Truck Lines on premises.

Inquiries Invited on Storage, Office and Rental Requirements



MIDLAND WAREHOUSES, INC.

1500 South Western Avenue,
Chicago, Ill.



AMERICAN WAREHOUSEMEN'S ASSOCIATION

Come to North Pier Terminal



NORTH PIER TERMINAL

Largest warehouse in the Great Central Market territory.

Especially adapted for combination of office and warehouse or factory. • Splendid shipping facilities including all phases of transportation. • Rail, water, tunnel, truck. • Track capacity 150 cars. 2500 feet of docks for boat unloading. • Direct water service from Eastern Seaboard, Gulf and Canada. • Direct free tunnel connection all railroads. • Universal station in building for out of town truck shipments. • Low insurance rates. • Heavy floor load. • Ample free parking. • Good local transportation. • Our general storage division operating in separate buildings with same facilities. • Storage in-transit, pool car distribution, customs bonded. • Write for monthly publication, it is free, no obligation to you.

North Pier Terminal Co.

509 E. Illinois St., Chicago—SUP. 5606

New York office: 25 Beaver Street, Tel. HAN. 2-1172



AMERICAN WAREHOUSEMEN'S ASSOCIATION

RAILWAY TERMINAL & WAREHOUSE CO.

444 WEST GRAND AVE., CHICAGO, ILL.



Merchandise Warehouses close to the Loop. Direct railroad connections. U. S. Customs Bonded and free storage. Low insurance rates.

CHICAGO, ILL.

NATIONAL VAN LINES INC.

2431 IRVING PARK RD.

Interstate moving of H.H. goods—Nationwide agents and warehouse facilities in all key cities. I.C.C. Permit 342866
We specialize in pool car shipments of H.H. goods coast to coast in padded freight cars—No crating necessary—Low rates. Consign your shipments to our nearest warehouse. We will reship.

TO TRAFFIC MANAGERS: Our tariff is very low. Wire or write us when transferring personnel.
New York City: 1775 Broadway Los Angeles, Calif.: 447 Commercial

CHICAGO, ILL.

For Personalized Warehousing

PRODUCERS WAREHOUSE CO.

344 No. Canal St. C. & N. W. Ry

THOMSON TERMINALS INC.

346 W. Kinzie St. C. M. St. P. & P. R. R.

BROKERS REPUBLIC WAREHOUSE CO.

409 W. Ontario St. C. M. St. P. & P. R. R.

Prompt Deliveries

Advances Made

CHICAGO, ILL.

John F. Seng
President

WABash 6852

John J. Egan
Vice-President

SENG WATERWAY WAREHOUSE

One Half Million Sq. Ft. of Modern Warehouse Space.

Warehousing—Brokers' Offices. U. S. Customs Bonded Stores.

Shipments received and dispatched by water - rail or truck. Private track of Pennsylvania R. R. direct into Warehouse. In the heart of downtown Chicago.

310 West Polk St.

One block from Main U. S. Post Office



For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

CHICAGO, ILL.

"CONSIGN YOUR SHIPMENTS TO ME

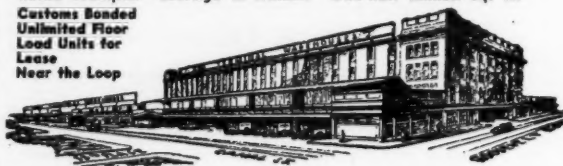
DEPEND ON FRED REMER

ALWAYS ON THE JOB TO SERVE YOU"

**REMER STORAGE & VAN CO.**
5822-5824 N. WESTERN AVE.Commercial Hauling & Moving in Chicago &
Suburbs for 34 YearsMember **AMERICAN WAREHOUSEMEN'S ASSOCIATION****500 TERMINAL WAREHOUSE** "The Economical Way"

519 W. Roosevelt Road, Chicago, Ill.

Year-round candy storage, pool car distribution, negotiable warehouse receipts. Storage in transit. One-half million sq. ft.

Customs Bonded
Unlimited Floor
Load Units for
Lease
Near the Loop

CHICAGO, ILL.

For Distribution in CHICAGO Use

SYKES SERVICE

Fully sprinklered warehouse building for merchandise storage exclusively.

Centrally located—only 12 minutes from the loop.
Complete warehouse service with personal supervision.
Pool Car Distribution**SYKES TERMINAL WAREHOUSE**
929 West 19th Street Chicago, Ill.Member **AMERICAN WAREHOUSEMEN'S ASSOCIATION**

Merchandise Storage and Distributors

WAKEM & McLAUGHLIN, Inc.

Estd. 1886

MAIN OFFICE—225 E. ILLINOIS ST., CHICAGO

U. S. Internal Revenue Bonded Warehouse

U. S. Customs Bonded Warehouse

A.D.T. Service

ADVANCES MADE

Our ample financial resources enable you to negotiate loans right in our office.

Prompt Delivery and Best of Service.

CHICAGO, ILL.

One of Chicago's Finest

A half million feet of modern warehouse space where you have every advantage for receiving, shipping and reshipping. Track space accommodates 360 railroad freight cars. 70 ft. covered driveways practically surround the clean, light and airy warehouse.

Located on the edge of Chicago's famous Loop and only one block from the mammoth new Post Office, Western Warehouse is in the heart of all business activity. Write for complete information.

WESTERN WAREHOUSING COMPANY

323 West Polk Street

Chicago, Ill.

DANVILLE, ILL.

Agents for the Grey Van Lines, Inc.

Merchandise Storage & Motor Freight Terminal

DUNNING AND HILL

318-320 East North St., Danville, Illinois

Distribution of LCL and Carload shipments. Warehouse located on Wabash with private siding. Free switching service from all other roads. In the wholesale district. We specialize in factory distribution. Terminal for the Decatur Carriage Co. Truck service to all points. Chicago freight rates apply on Eastern and Western shipments. We have equipment for handling heavy machinery.

DECATUR, ILL.

H. G. Taylor, Pres. R. C. Shumate, Treas. & Mgr.

**Decatur Warehouse Company**
(SHUMATE TRANSFER)

555 East Wood Street

TRANSFER—STORAGE—DISTRIBUTION

MOVING—PACKING

Licensed—Bonded—Insured Carriers

E. ST. LOUIS, ILL.

"Building A Better Warehouse"

METROPOLITAN WAREHOUSE CO.

STORAGE • DISTRIBUTION • CARTAGE

OFFICE AND DISPLAY ROOM SPACE

BONDED—SPRINKLERED—A.D.T. SERVICED—LOW INSURANCE

600 Walnut Ave. • E. W. Stimble, Pres. & Mgr. • East St. Louis, Ill.

JOLIET, ILL.

Telephones 501 and 502

Joliet Warehouse and Transfer Company

Joliet, Illinois

MERCHANDISE STORAGE AND DISTRIBUTION

Best distributing point in Middle West

Located on five Trunk Lines and Outer Belt
which connects with every road entering Chicago.

No switching charges.

Chicago freight rates apply.

PEORIA, ILL.

OUR DEPENDABILITY YOUR ASSURANCES
OF SATISFACTION.**FEDERAL WAREHOUSE CO.**

800 So. Adams St.

Peoria, Ill.

Peoria is the logical Center of Distribution for Illinois.
We will be pleased to explain our service and facilities.

Member of C.I.W.A.—A.W.A.—N.F.W.A.

PEORIA, ILL.

- Merchandise Storage
- Pool Car Distribution
- Fireproof Building; Sprinklered
- Low Insurance Rate
- Private Siding
- Motor Truck Terminal

801 SO. WASHINGTON ST.

ROCKFORD, ILL.

BARTLETT WAREHOUSE

Modern Plant C.&N.W. Siding Free Switching

"Sparkling Service"

502-514 Cedar St.

Phones: Main 133, 134

ATTENTION SHIPPERS

Nearness of stocks encourages customers to buy. Manufacturers who force their trade to wait for a week or two lose orders to those who have a convenient supply close at hand.

New Tonnage Records on Inland Waterways

(Concluded from page 22)

neighborhood of 5,000,000 tons of commerce annually. Sturdy Diesel-powered barge-type vessels, built to accommodate themselves to ocean as well as lake and river navigation, ply from Boston, Providence, Philadelphia, and other ports, up the Hudson River, across New York State, and into the Great Lakes, loaded with cargoes destined for the industrial harbors of the Middle West.

To quote from a recent report of the Port of New York Authority, "The canal serves the Port of New York in the same way that the Mississippi River serves the Gulf Ports and the St. Lawrence River serves Canadian ports. Industry which is depending on low cost water transportation might migrate elsewhere, and thus divert commerce from the Port, were it not for the canal."

At lake and river ports, freight terminals have made a number of improvements for better freight handling—conveyors, tractors and trailers, cranes and hoists, have been installed. Most of the port cities on the Great Lakes, as well as those on the Mississippi and its tributaries and those along the New York State canal, have warehouse facilities and up-to-date waterside handling equipment for loading and unloading.

The variety of products making up the cargoes of the waterway carriers is practically unlimited. Raw materials of such commodity classifications as coal and coke, petroleum products, ore, iron and steel products, logs and lumber, concrete aggregates, also grain, fertilizers, etc. Added to these may be included a long list of other commodities such as sugar, coffee from South American ports, unloaded from coastwise vessels at the Port of New Orleans and transported by barge to public warehouses located at strategic shipping points along the main arteries of the inland waterway system. Then, too, there is structural steel for buildings, barbed wire for farm fences, coils of wire for various purposes including springs, newsprint and many other non-perishable products. From the interior of Ohio comes glassware and crockery, which is trucked to Cincinnati, where it is transferred to barges and shipped down the river ports in the South, Southwest, and ports in the North Central States. Certain cargoes reaching New Orleans are transferred to coastwise vessels for passage through the Panama Canal and up to California points and ports farther North.

Other products passing through the waterways are chemicals, dried fruits, agricultural implements, baking powder, insecticides, iron and steel articles for household use, beverages, bottles, drugs and medicines, furniture, soap, stoves, tobacco, toys, window glass, and one could go on and on with the list. Just recently, towards the end of February, a thousand passenger automobiles of various makes, the last off the assembly lines, came down the Ohio river on a tow consisting of 6 barges. These were consigned to dealers at various points on the Ohio and the Mississippi. It was stated that if the cargo had been carried by rail it would have filled 250 box cars. The barges carrying this large number of cars have 4 decks, one in the hold and 3 above.

S.P. to Enlarge Oakland Yard

Southern Pacific Co.'s vice-president J. H. Dyer has announced that work has started on the enlargement and improvement of the road's West Oakland, Cal., freight yard, to facilitate handling of increased traffic and speed up release of equipment for war needs. More than \$300,000 is to be spent on the job, which will include construction of more yard tracks and relocation and improvement of freight car facilities. The plans

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call for addition of 40,000 ft. of rail. This is broken down as follows: 15 tracks with capacity of 670 cars for the train yard; 4 repair tracks accommodating 92 cars; 2 tank car cleaning tracks with a total capacity of 20 cars; a 15-car track for washing gondolas; 2 spur tracks to handle 16 cars and an additional Southern Western Pacific Interchange track of 20-car capacity. According to Dyer, who is in charge of operations for the SP, the West Oakland yard has more trackage than any other yard on the company's system. It employs over 390 miles of track, keeps from 50 to 65 switch engines on 24-hr. duty and employs 160 switch crews.

The information, conveyed to the public at the time of the road's 58th annual report, included the statement that during the past year the Southern Pacific Company handled the greatest freight movement in its history and turned in its largest freight revenue on record.—Gidlow.

**2 Pennsylvania R.R.
Projects in N. J.**

Two Pennsylvania Railroad projects to accommodate increasing New Jersey traffic have been announced by J. A. Appleton, general manager. One will be the laying of additional storage tracks, with capacity of 500 cars, in the Waverly freight yards in Newark. The other will be the construction of an additional 9-track yard at Old Bridge. The Waverly project will provide space for storing cars until they can be handled; the Old Bridge improvement will extend coal handling facilities and will include construction of nearly 5 miles of tracks and installation of 10 turnout switches. The additional trackage will provide space for 475 cars. The Pennsylvania Railroad recently completed extension of 6 tracks at the steel storage yard at Greenville to increase the ground storage capacity of the yard to 2,100 cars.—Jones.

**Canners Permitted Stocks
for Peak Demand**

The War Production Board on March 10 issued a special provision to permit seasonal industries, such as canners, to build up their inventories in anticipation of peak requirements.

This order was written into priorities regulation No. 1 which requires that all producers keep their inventories to a practicable working minimum. The March 10 order by the board provides that companies engaged in seasonal operations will not be considered in violation of the regulation if they refrain from hoarding, and if the deliveries which they receive for inventory are not greater and no farther in advance than those normally accepted in the normal course of business to meet anticipated requirements.

**A Way to Save Burlap
in Baling of Wool**

Results of an experiment to aid the wool industry to package its products with less burlap—a material becoming scarce because of the war—and at the same time to conserve freight space, have been made public by the U. S. Dept. of Agriculture.

A saving of 40 to 50 per cent of the burlap and other materials normally used is possible by baling wool in cotton gin presses rather than the usual method of tramping it in bags. In addition, adoption of the new method would mean substantial savings in shipping costs—about 25 cents per hundred pounds based on the rate from Wyoming to Boston, Mass. There would also be a considerable saving in freight car space—nearly double the weight of baled wool can be loaded in a car compared with sacked wool.

The experiment was conducted by the Farm Security Administration and the Bureau of Agricultural Chemistry and Engineering at the U. S. Cotton Ginning Laboratory, Stoneville, Miss.—Manning.

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Reefer Car Field

(Concluded from page 52)

this way, any or all of the compartments can be supplied by either or both diffusers.

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The Ensenada normally carries a refrigerant charge of 300 lbs. of "Freon-12," divided half to each compressor. Either system has sufficient capacity to maintain the temperature at zero degrees Fahrenheit, when the ship is loaded with frozen foods.

Other recent installations of refrigeration equipment completed aboard ships are: motor cargo ship "Island Mail," motorship "American Manufacturer," and 3 tankers, the "Corsicana," "Esso Albany," and "M. E. Lombardi."

Donald P. Frey has been appointed western traffic agent of the New York and Porto Rico Steamship Co., New York, and Cuba Mail Steamship Co. and the Clyde-Mallory Lines, succeeding G. S. Schultz, who has reported for duty as a first lieutenant in the Army. The 3 shipping lines have opened a new office at 2029 Board of Trade Bldg. Mr. Frey, who was formerly general freight agent of the Clyde-Mallory Lines at New York, began service with that organization in 1923 as assistant cashier on the docks and later held the position of commercial agent at Rochester and Pittsburgh.

So. African Embargo

The Assn. of American Railroads on March 26 announced the issuance of port embargo No. 24 which will govern rail handling of freight shipments that are destined for movement to South and East African ports. In embargo No. 23, the A.A.R. issued restrictions against all freight moving through East Coast ports for Brazil and other So. American countries, with exceptions applying to U. S. Army or Navy tonnage.

War Risk Insurance on Detained Cargoes

The War Shipping Administration announced today that it is prepared to provide war risk insurance on cargoes detained at transshipment ports, or discharged at intermediate ports other than the port of destination for reasons beyond the control of the policy holder. At present, such coverage is not obtainable from commercial marine insurance underwriters beyond a maximum period of 15 days.

The new coverage provided by the Administration will be effective only with respect to cargoes insured by the Administration on the entire voyage and will be made subject to a flat additional premium to be assessed prior to date of shipment. This additional premium will, at present, be at the rate of one per cent on shipments confined to North, South and Central America including the West Indies and Bahama Islands and two per cent on all other shipments.

Where such additional insurance is purchased by the shipper, no further additional premium will be named regardless of the period of delay involved and no refund of premium will be made regardless of whether goods are transhipped or whether any delay occurs at the

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Member of Mass. W. A.

transshipment port. The clause provided by the War Shipping Administration follows:

"In consideration of an additional premium of \$— it is understood and agreed that Clause 4 (c) of this policy is deleted. It is further understood and agreed that if, owing to circumstances beyond the control of the Assured, the merchandise insured hereunder is landed at an intermediate port other than the intended port of discharge, this insurance shall continue in force subject to all of its terms until the Assured has had a reasonable opportunity to forward the goods to their intended destination, or substituted destination, or to dispose of said goods at port of landing. In the event that prior to the termination of this insurance the goods are forwarded to substituted destination as aforesaid, this policy shall continue to cover, subject to its terms, such substituted destination without further additional premium."

Boston Wool Storage and Transportation Conference

Representatives of the transportation and wool industries held a conference March 5 in preparation for a possible storage shortage which may arise in Boston although no warehouse shortage or transportation problem exists for the wool industry at the present time.

The report of Thomas F. Finnegan, deputy collector of United States Customs, said that last year 438,000 lbs. of wool came into Boston from Australia, South Africa and South America, the largest amount since 1923. From July 1, 1941, the first day of the custom fiscal year, to Feb. 28, more than 300,000,000 lbs. arrived in Boston and if the arrivals continue, there will be the problem of storage and dock facilities, according to the deputy collector.

A temporary committee was appointed at the meeting at the Hotel Copley-Plaza to name a permanent committee, which will make weekly surveys of the industries to prevent an emergency from arising without preparation.

J. E. Wells, special assistant to the administrator of the Division of Marketing, United States Department of Agriculture, called the meeting, because the department feels that if any problems arise, they can best be handled by the industry rather than by the Government.

L. M. Ross, representative of the American Assn. of Railroads, said that although freight traffic in the Boston area has increased 10 to 15 per cent, there have been no serious tieups at the terminals, and he does not expect any in the near future.

The problem is serious, because 90 per cent of the wool consumed in the United States is consumed within a radius of 400 miles from Boston.

Members of the temporary committee appointed are C. Fawcett, manager of the National Wool Marketing Corp., Boston; Henry W. Merrill, president, Boston Real Estate Exchange; Sherman L. Whipple, Jr., of Wiggin Terminal Inc., president, Massachusetts Warehouse Men's Assn.; A. Kellaway of the Wool Warehousemen's Assn.; Robert Turnbull, Providence, R. I., representing the Wanskuck Co.; Russell H. Harris, American Woolen Co., Boston office, representing the mills; Richard D. Chase, manager, transportation department, Boston Wool Trade Assn., representing the wool merchants; Allan J. Wilson, of A. Towle Co., representing the truckmen; L. M. Ross, of the American Assn. of Railroads, representing railroad transportation; A. C. Rober, Medford Wool Scouring Co., representing the scourers; Andrew J. Lane, manager of the Boston Port Authority, and J. J. Window, of the Agricultural Marketing Section of Agriculture, who will serve as secretary.

Harold Baldwin, of Springfield, Mass., of the United States Dept. of Agriculture, presided.—Wellington.

Boston Foreign Freight Forwarders Organize

In order to protect the interests of the freight forwarders' group now and after the war, an organization known as the Boston Foreign Freight Forwarders, Inc. has been formed, at the direction of Horatio L. McKay, director of the Division of Forwarding, in the newly set up War Shipping Administration. Similar organizations were in process of formation early in March at other Atlantic ports. Thomas J. Hanlon, long in the

(Concluded on page 71)

by the W. April, 1942

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 Central Location. Private railroad siding, connected to all railroads.
 Free and Bonded Storage.
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STORAGE
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 Mystic Wharf. E. Street Stores
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TRUCKING & STORAGE
 BOSTON & MAINE R.R. SIDING

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 The only Fireproof warehouses on the North Shore complete with every facility and private sidings for the storage and distribution of merchandise, automobiles and household goods. 100,000 sq. feet of space.
 Distributors—Packers—Shippers—Movers
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 Large modern warehouses centrally located in wholesale district—specially constructed for storage, handling and distribution of general merchandise.
 Storage and Industrial Space for Rent or Lease
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 Local and Long Distance Furniture Moving
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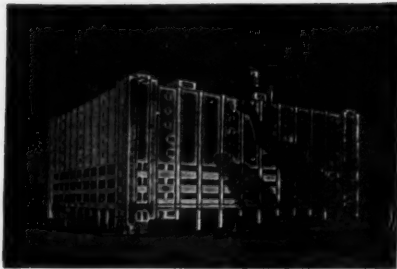


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vania—Pere Marquette Railways

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United States Cold Storage Company Dallas
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CHICAGO DALLAS DETROIT KANSAS CITY

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Wolverine Storage Company, Inc.

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STORAGE AND MOVING, PACKING
AND SHIPPING

Agent for Allied Van Lines, Inc.



(Concluded from page 68)

intercoastal business, is manager, with offices at 110 State St., Boston.

The purpose is to have all the forwarders cooperate in a central organization, in which all participate on a share-holding basis, in connection with handling lend-lease cargoes from time of arrival in Boston to loading aboard ship. Hitherto, this has been done by the British Ministry of Shipping.—Wellington.

Waterways and Terminals

(Continued from page 33)

In addition to the 3 piers which lie between 32nd and 34th St., the city has offered the partial use of Pier 84, at the foot of West 44th St., formerly used by the Hamburg-American Line. This will be used as an "overflow" terminal. This pier has been recently used by the American South African Line, and at times by Allied Nations' vessels as a terminal. In the event that vessels of the Allied Nations will find it necessary to use this 2-level pier, they will have priority over any trade zone activity.

The 3 piers which would provide the backbone for the trade zone's operations for the duration of the emergency contain approximately 350,000 sq. ft., much less space than was available at the Staten Island site. At the Stapleton site, the zone included 4 double-deck piers, Nos. 12, 13, 15, 16, and an unshedded pier, No. 14, together with 26 acres of adjacent upland.

The New "Old Man River"

One of the most serious problems facing barge line operators of today is a shortage of pilots. The thriving barge line transportation system on the nation's inland waterways is rapidly exhausting the thinning ranks of pilots and other experienced river boat crewmen.

New boats are being launched faster than new pilots are being developed. The majority of rivermen today are old veterans from the old packet boat days. Hundreds of new pilots must be found to replace them before long, and many more are needed to relieve the shortage resulting from increased river freight traffic.

The pilots pay ranges from \$3,000 to \$8,000 per year. One is eligible to qualify as a steersman or assistant pilot after 2 yrs.' deckhand experience. Then, after serving as an apprentice or assistant, he becomes a pilot after passing a test and being issued a license by the bureau of marine inspection and navigation.

There is talk about establishing a school for formal training of river boat officers, although no definite action has been taken.

Economic Pact with Great Britain

The Anglo-American agreement for post-war settlement of lease-lend aid extended to Great Britain, announced by the White House in March, sets forth a fundamental framework which includes expansion of trade, elimination of discriminatory treatment in international commerce, a reduction in tariffs, and in general, the attainment of the economic objectives of the Atlantic Charter. More specifically, the agreement stated that articles which at the end of the war can be returned to the United States, and which this Nation wants back, will be returned. Full account is to be taken of all reciprocal aid.

Signed by Sumner Welles, acting Secretary of State, and Viscount Halifax, the British Ambassador, the agreement declared that the terms finally agreed upon "shall be such as not to burden commerce between the 2 countries, but to promote mutually advantageous relations between them and the betterment of world-wide economic relations."

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Established 1919



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430-440 No. Larch St., Lansing, Mich.
Merchandise and Household
Goods Storage
—Modern Fireproof Building—
Pool Car Distribution—Private Siding
P. M. R. R.
Trucks for Local Deliveries
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- It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.
- Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.
- Merchandise storage, cartage, pool car distribution, daily direct service to all points within 75 miles by responsible carriers.

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Local and Long Distance Moving House-
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Pool cars distributed.
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Modern Buildings, Private Siding COWBR Co.
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Modern Buildings, Sprinklered, Private Siding ICRB Co.,
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Successors to Tonnes Transfer & Storage Co.

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Distribution and storage of merchandise
Fireproof warehouses—Motor van service
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Three Fireproof Constructed Warehouses

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Merchandise Storage - Low
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ADAMS
TRANSFER & STORAGE CO.
"Surrounded
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Wholesale
District"

UNION
TRUCK
TERMINALS

228-236

West Fourth St.

Vigilance Committees to Keep Freight Moving

In more than 300 communities throughout the United States, shippers have organized themselves into "vigilance committees" to help see that railroad freight cars are kept moving in their essential business of transportation, Alvin W. Vogtle, of Birmingham, Ala., president of the National Association of Shippers Advisory Boards, has announced. Other committees are being formed.

Organized under the leadership of the 13 regional Shippers Advisory Boards which cover the entire country, the committees keep close watch on the use made of freight cars by shippers in their communities to insure that they shall be promptly loaded and unloaded so that they will be available for further service.

"The shippers of the country are in agreement with the Office of Defense Transportation that transportation is basic and not secondary in the war effort," Mr. Vogtle said. "They agree that there should be every possible conservation of critical materials, such as rubber and steel, through the maximum possible efficiency in the use of transportation. That's why they are organizing these committees to work locally and cooperatively for such efficiency in car handling."

"The formation of these 'car efficiency' or 'vigilance' committees is the latest phase of organized cooperation of shippers and receivers of freight in keeping the railroad freight car supply fluid and available for maximum use. In 1941, the railroads were able to handle the largest movement of freight in history with 600,000 fewer freight cars than were in service in 1929, the next largest year recorded. Organized cooperation and assistance of the shippers of freight was a major contributing cause to the 1941 record. The extension of this cooperation through the work of the 'vigilance committees' is counted upon to help make an even better record in 1942 as part of America's war effort."

In the Midwest district centering around Chicago, 55 "vigilance committees" are already functioning, with at least 45 others now being organized. From this center, the movement has spread over the entire United States, with more than 250 committees already at work in the rest of the country and others being organized daily.

The Association of American Railroads, through its Car Service Division, is arranging to have furnished to the committees a weekly record of cars held under load more than 48 hrs. in their communities. With such information, the committees will be in position to deal with those who fail to release cars promptly.

The committees are giving attention also to the complete unloading of cars before their return to the railroads for use by other shippers. If debris is left in a car after it is unloaded, the car must be switched to a cleanout track, resulting in the loss of the use of the car for not less than one day in each case. The practice of some shippers' failing to unload cars completely causes the loss of several million car-days in the course of a year.

New Ore Carrier: the Largest

Ore from the Lake Superior ports will be carried this coming season on what is claimed to be the "largest ore carrier ever built on the Great Lakes." It is the Leon Fraser, launched at the River Rouge plant (Detroit) by the Great Lakes Engineering Co.

When the Leon Fraser is put into service this spring in the ore carrying trade, this vessel, together with 4 of the same kind, will increase the number of steamers operated by the Pittsburgh Steamship company to 73.

The main features of the new vessel are as follows: Total length: 639 ft.; breadth, 67 ft.; depth, 35 ft. It will be capable of hauling 18,600 tons of ore on each

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Established 1880

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Efficient, Complete Merchandise Warehousing Service

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"Kansas City's Finest Warehouses"

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HOUSE AND WHOLESALE DISTRICT

Operating

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**STORAGE
AND
DISTRIBUTION**



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Trackage on

three railroads

Truck docks—

Low Insurance

Merchandise Warehouses, Inc.

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POOL CAR TERMINAL—Spacious, enclosed, sheltered loading Dock, facing wide Street in Wholesale and Shipping District on B&O-Alton Railroad siding.

MERCHANDISE STORAGE — GENERAL CARTAGE

Sprinklered—A.D.T. — Fleet modern Equipment

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Most modern warehouse in Kansas

City with excellent facilities for

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Catering to national accounts.

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trip, which, it is claimed, is a larger capacity than that of any other ore carrying vessel on the Great Lakes. When loaded to the limit, as such ships usually are in these days of demand for iron ore, it is said the ore makes enough steel for the construction of eight destroyers.—Hubel.

Lease to American Can

The S. N. Long Warehouse Co., St. Louis, has leased 12,000 sq. ft. of space at 1939 So. Vandeventer St. to the American Can Co.—Hoag.

The Traffic Club of Baltimore, will be host to the Associated Traffic Clubs of America, at the 21st annual convention of the group, which will be held in Baltimore, Oct. 19, 20, 21, at the Lord Baltimore.—Ignace.



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Consign cars to yourselves in our care via any railroad entering the city. Terminal Railroad Association delivery: Reciprocal Switching.

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Compare the FACTS of our service point by point with those of any other warehouse before you buy warehousing service in St. Louis.

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For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.



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We operate Thirty Trucks and have connections to all points in the State.
Our buildings are clean, both Fire and Non-Fireproof, located on the lines
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We are Bonded by the State—Our Rates are reasonable. We solicit your business
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LINCOLN, NEBR.

UNION TERMINAL WAREHOUSE CO.

900 NO. 16TH ST., LINCOLN, NEBR.

Merchandise Storage and Pool Car Distribution. 100,000
sq. ft. of space. Private siding O.L.&B. Consign ship-
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Omaha's most modern, centrally located warehouse. Fireproof construction—Fully
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Ugly Ducklings

(Continued from page 29)

Adolf Schicklegruber may be interested to learn that one of the largest additions to the plant was designed in Germany. It is a plate roller so big it looks like 4 coast defense guns employed as a wringer.

Built in Chicago in 1920, at a cost of \$180,000, it was used by the United States Steel Co. until 1937, then went to a used machinery dealer who found no buyer until the freight car shop was converted. Then it was sold for \$45,000—a bargain. It would take a year to replace the great machine.

This roller, busy night and day, shapes 420 plates a week for the sides of ships. It is temperamental. It needs care and nursing. Without proper direction, the plates it bends would fit a ship as loosely as the petals of an artichoke. It is a one-man critter, and its master is Albert Alms, who, as a young machinist, helped build this wonderful wringer, learned to operate it, then made it his career. He has been with it ever since.

When it was called into service last March, Alms directed its installation, taught a new crew to run it, and stood by to direct their work.

The largest installations for the converted plant were the furnaces, where heavier work, such as the ribs of the ship boss, the bilge, stem, stern, and thick keel plates are softened up for shaping in 3,000 degrees Fahrenheit. Hauled out on a steel floor perforated with squares like a waffle iron, the red hot steel is shaped by crews operating hydraulic presses called pushers and rams. These bend and shape the metal against steel molds of a pattern of metal pegs driven into the floor.

Each of a ship's 400 side plates has a shape and size of its own. Each take a pattern—a pattern, known as templates, or molds, made of paper and thin strips of wood.

Designers work months making these dummies show the exact shapes and dimensions. Symbols indicate rivet holes, cuts, bevels, sections to be reinforced, and the plate's definite position on the ship. When these marks are transferred to the metal in colored hieroglyphics by workmen flourishing long handled paint brushes, each steel sheet looks like a gigantic Chinese laundry slip.

So painted, the plates, dangling from overhead cranes, sail down the production line of the once gloomy shop. Safety crews escort them to the ringing of warning bells, so that workman may not be endangered. At all times, at least 50 tons of steel—parts for 22 ships are swinging through the factory.

Each plate stops at the machines that will process it. If it requires rivets, it goes through presses that punch holes. If it is too large it is cut to pattern by machine shears, planers and hand torches. Once processed, the plate swings out the other end of the plant through hanger-like doors for welding into sub-assemblies—22-ton double bottom sections, for example, 22 by 29 ft. and 4 ft. thick. Two such sections span the breadth of a standardized boat.

Flatcars tote the sub-assemblies, 30 cars at a time—to the shipyard, where they are hoisted up, over and fastened in place. It takes 2,550 tons of girders and plates, 55,000 rivets and 194,000 linear feet of welding to put an Ugly Duckling into floating condition. Once off the ways, it then gets its engine and deck fittings.

Welding, which saves time, steel, and weight, makes a Duckling from 10 to 15 per cent lighter and much stronger. The Ugly Duckling of 1919 had 900,000 rivet bumps. Consider the saving of 845,000 rivets, and 1,790,000 rivet holes for each boat.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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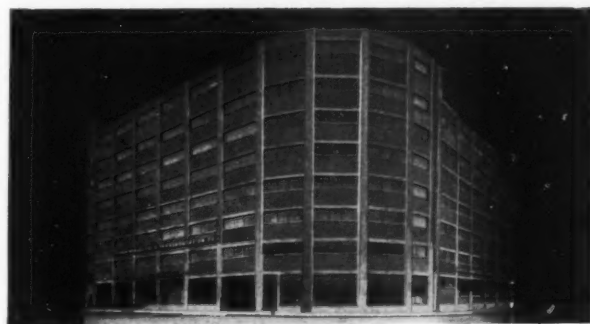
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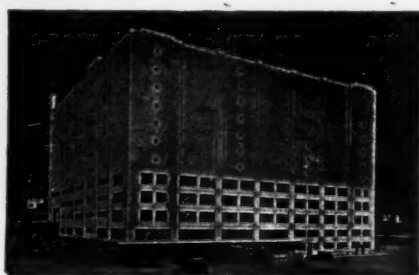
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Although it requires more skill to put a ship together today than it did 22 yrs. ago, more than 85 per cent of the 2,000 employees at the plant alone were unskilled when work began last Spring. Classes have taught trades to most of the 8,000 employees at work now. In less than a year, industrial education has made them skilled erectors, fitters, reamers, drillers, welders, riveters, burners and caulkers. Except for those experienced foremen and leadmen assigned from other shipyards employees are enlisted at the gate. —Manning.

Traffic Profession Bill**Introduced to N.Y. Legislature**

W. J. A. Glancy, member of the Assembly of the 23rd District, New York, introduced on March 5 a traffic management professionalization bill in the New York State Legislature, the aim of which is to give suitable recognition to the traffic profession by enabling qualified traffic men to secure professional certification.

The measure in no way restricts the use of the title "traffic manager," nor does it require traffic men to apply for certification. It does give any traffic manager who so desires the right, to achieve public certification, and thus gives legal recognition to the profession. The measure in no way attempts to dictate to any business enterprise as to who it shall employ as a traffic manager.

Under the New York State Board of Regents, certified traffic management would be a self-regulatory body composed of a board of examiners who are traffic men serving without compensation. This is the same procedure as that followed in accountancy, law, certified shorthand reporters, pharmacy, etc.

According to Mr. Glancy, the war situation has increased the need for qualified traffic men, but unfortunately, due to the lack of understanding of the proper function of traffic management, a great deal of confusion exists. A number of firms are advertising for "shipping clerks," asking that they perform all the tasks within the sphere of a traffic manager.

Import-Export Guide

The *Custom House Guide*, 1942 edition, in its 80th yr., is now being distributed. In announcing this new edition, John F. Budd, publisher, stated, "The new edition appears at a time when world-shaking events, climaxed at Pearl Harbor and the Japanese advances in the Far East, while disrupting many channels of Foreign Trade has but served to stress the vital need for accurate up-to-the-minute information."

Mr. Budd went on to say, "Foreign Trade, far from being dormant, has assumed a new and potent function in the economic as well as military strategy of the whole anti-axis world. United States foreign policy in the Americas, built around the "Good Neighbor Policy," is fostering tremendous Latin-American trade activity. Lend-lease aid to the United Nations, soon to be handled by American Freight Forwarders, likewise is playing a dynamic role."

Revisions of the annual Guide, during the past year, have been unusually heavy; Argentine and Cuban Trade Agreements have changed many rates of duty in the alphabetical index of 30,000 commodities; Customs, Shipping and Commerce Regulations, as well as the Internal Revenue Code have likewise been considerably altered due to war legislature and regulations.

In interpreting these vast changes into informative data, such as the annual Guide has always given its subscribers in the past, has been, this year, a colossal task, as new features and new ways of handling older ones, had to be devised to cover the everchanging subjects properly.

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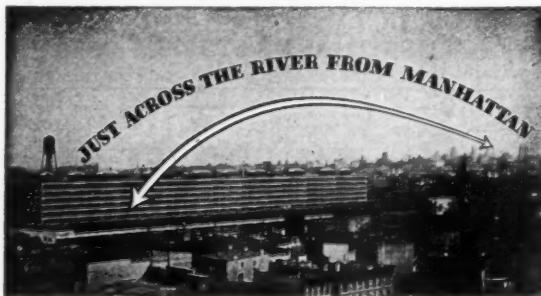
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Full Utilization of Inland Waterways Needed

(Continued from page 25)

The problem on the lakes is one that is subject to quick control because the facts as presented herein permit of such measures being taken. Our government, of course, estimates its first responsibility is the movement of iron ore. This in itself will create an evolution in lake transportation because it means that the grain movement as we have known it for the last 40 or 50 years, will be almost a "forgotten memory" during the emergency. If vessels are to carry the ore, they can't be diverted to grain, and our railroads will undoubtedly be called on to carry the grain that customarily moved on lake vessels. This presents a very acute problem that must be worked out with considerable thought and cooperation.

We are also witnessing on the lakes another departure which can only be accomplished by a common purpose, and that is, the use of Canadian equipment to carry American ore to and from American ports. These Canadian ships were formerly utilized to carry grain. Our steel requirements are so heavy that it is becoming mandatory to use such bottoms. With the cooperation of the Canadian Government these vessels were used extensively last year, and, undoubtedly, will carry considerably more American material this year. Such cooperation gives Canadian operators American exchange, and in itself aids in the common war purpose. It is, perhaps, not such a far stretch of imagination to assume that the necessity of war may also bring about the movement of American coal in such Canadian bottoms.

The Maritime Commission and our Navy have during the past few years purchased for their own account, as well as permitted foreign acquisition of American craft that could go through the St. Lawrence Canal. Carrying all types of commodities, these vessels served a real purpose and their use was general on the Great Lakes. When these ships were moved out of the lakes because of new ownership, the tonnage they formerly handled reverted to the railroads. The few remaining ships, all small, therefore present a problem, one that parallels that presented in the case of barges on the inland rivers. These vessels are loaded Eastbound but travel empty on the Westbound trip.

Their Eastbound trips are short, the longest trip not being over 4 days. Last year it was almost impossible to secure any Westbound business for these ships. Here is a problem for Washington. These ships can and should carry sulphur, scrap iron and other commodities Eastward; it is certainly uneconomical for such ships to carry coal that can be lifted by large vessels. Such movements do not even pay operating expenses. I think that one of the most important problems in this respect is the fact that those controlling such transportation matters in Washington do not realize that a vessel moving from Lake Erie to Lake Superior consumes but a day or 2 more than an ordinary rail haul. If transportation of this type is available that only takes 48 hrs. longer, it should be used. The mills and other large shippers in the East can certainly avail themselves of these facilities. If this is not done, some of these ships may become idle. These vessels are capable of carrying minimum loads of 2,500 tons, equivalent to the release of at least 50 to 70 ordinary rail cars. Most of these vessels are designed to carry material permitting quick loading and unloading; they are capable of carrying at least 500,000 tons of Westbound tonnage this season.

There is another situation on the lakes as well as on the rivers which should be eased up for the duration of the war, and that is, to permit private carriers who have facilities traveling "light" in one direction to use



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this equipment to carry bulk commodities or other items.

We have during the past few years witnessed a gradual exodus of small Canadian vessels. The British Government has made several requisitions on Canadian owners for such ships. These small ships formerly carried extensive tonnages of pulpwood, paper, grain and other materials and their absence from usual routes has thrown additional tonnage burdens on the railroads.

It is therefore interesting to note that despite these conditions, the American and Canadian railroads still continue to reinstate low rates for the Summer season to meet water competition, something that does not exist. We know of several instances where such rates have been promulgated by the railroads to meet so-called water competition during Summer seasons and have been reinstated, on the basis that no combination of water carriers could hope to compete with. Such rates should be eliminated or else adjusted to a proper basis so that when conditions do become normal it will again become possible for water carriers to compete on a reasonable basis.

Another very important element now to which there is no analogy in connection with the first World War is that today, on the Great Lakes, as well as on the inland waterway systems, vast investments have been made by municipal and private interests in the construction of proper terminal facilities which can handle freight to and from all water facilities with efficiency and economy. These facilities are not being taxed, their use is very limited, and they could be put into service handling commodities. Thus, they could serve their destiny during this period of the emergency.

The Erie Canal, our oldest canal system, has gone through a change in the last year or so, occasioned by the requirements of war. It, too, has well paid its way by its ability to handle petroleum and other products. The Erie Canal has certain definite limitations, but in times of emergency it should and could be utilized for the mass movement of materials and their storage along its banks. Much of the business in the canal has because of rail competition been whittled away or brought to such a level that it has become uneconomical.

It is our opinion that shippers are not without some responsibility in the proper disposition of tonnage. Of course, their primary purpose is to move their goods under conditions as they exist and get rid of the material, but they too must give some thought to transportation for the good of everyone.

If many thousands of tons of their material can be moved with reasonable dispatch by water transportation they should and must have the responsibility of advocating such movements so that they, as well as other people, will have more rail cars. If this is not done, there is no question that strict control of all forms of transportation will be enforced by Washington, especially if facilities caused by a rail shortage become burdensome.

Brazilian Pact Hit by Lack of Ships

Although conceding that general desirability of the pact just signed with Brazil by the United States and the importance of maintaining the principle of hemispheric unity, the *New York Times* reports that American foreign traders indicate concern over the difficulties involved in co-ordinating diplomatic promises to Latin-America with the situation that exists. Goods essential to Latin-American needs and ships to carry them are scarce. As a result, the United States is not going to be able to supply all the requirements which Latin America deems necessary. According to traders, it is about time that this fact is made clear. Latin America must be made to understand, they declare, that the assertion that it will have to share our shortages as well as our surpluses means exactly what it says. All of the South American countries have an equal stake with us in this war; many sacrifices will have to be made, and the time to begin is now, according to the traders.

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Large Perfect Shipper Month Speed War Aid

Because of the rapidly expanding volume of war shipments, the Perfect Shipping Month drive, to be conducted in April under the sponsorship of the National Association of Shippers Advisory Boards, will have a far-reaching significance, this year, in the opinion of W. J. Williamson, general chairman of the national management committee. More than 25,000 shippers throughout the United States will actively participate in the campaign and will have the cooperation of the Association of American Railroads, the individual railroad systems, the Railway Express Agency and other shipping mediums.

"It is vital that our shipping facilities be maintained constantly at top efficiency for the war job", said Mr. Williamson, who is general traffic manager of Sears, Roebuck and Co. at Chicago, "but the old bugbear of the transportation business—loss and damage—still has to be confronted. Shippers and carriers together have vowed to bend every effort to eliminate the causes of such failures.

"Our major objective is to prevent delay and avoid loss of time, which occurs when shipments are damaged seriously enough to require replacement or repairs. Mishaps to essential equipment or machinery while enroute is a serious matter in wartime. By concentrating the nation's attention upon the vital importance of careful packing and handling of all goods in transit, we are confident that the impression upon the public mind will be a lasting one."

A series of shipper meetings will be held in various localities, under the direction or inspiration of the 13 shippers advisory boards. Local traffic, transportation and civic clubs will provide the background in many instances. During the 1941 drive, more than 700 "perfect shipping" rallies took place in 500 cities, with an attendance of more than 60,000 shippers, railroad and express officers and employees.

Brief talks will be given in railroad freight houses and depots before handlers and dispatchers, while in shipping departments of industrial establishments, principles of "perfect shipping" will be impressed upon employees engaged in the packing, crating and loading of shipments.

Douglas Appointed by Land

Admiral Emory S. Land, War Shipping Administrator, has announced appointment of 4 officials of the WSA. Lewis Douglas was named advisor to the Administrator; S. D. Schell, executive officer; David E. Scoll, assistant to the Administrator, and W. C. Peet, Jr., secretary for the newly created shipping control body.

Mr. Douglas, formerly Director of the Budget, will advise on and survey the economic aspects of world shipping problems. He will work in close conjunction with the Director General of Shipping, H. Harris Robson.

Mr. Scoll will be responsible for preparation of data necessary to assist the Administrator in performing his duties as a member of the Combined Shipping Adjustment Board, made up of Sir Arthur Salter for Great Britain and Admiral Land for the United States. He will act as executive officer of the Board.

Mr. Schell and Mr. Peet are authorized to perform the usual functions of their respective offices and such other duties as may be assigned to them from time to time by the Administrator.—Manning.

New Eastman Appointments

Appointment of several executives to positions in the Division of Railway Transport has been announced by Joseph B. Eastman, Director of Defense Transport.

J. M. Hood, president of the American Short Line Railroad Assn., has been named associate director of the division, in charge of the Southern region. He will maintain headquarters in Washington.

Charles E. Johnson, chairman of the Western Assn.

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of Railway Executives, has been appointed associate director of the Division of Railway Transport, in charge of the Western region. He will maintain headquarters at Chicago.

Fred S. Keiser, Traffic Commissioner of the Duluth, Minn., Chamber of Commerce, has been appointed consultant to the associate director in charge of the Western region. He will undertake an investigation of prospective iron ore and grain movements.

H. H. Kiernan has been appointed assistant to the director of the railway transport division. Since 1936, Mr. Kiernan has been associated with the Gulf, Mobile and Ohio Railroad and has engaged in independent railway analytical work.—Manning.

Wayne Appointed

Appointment of Dewey C. Wayne as assistant director of the Office of Price Administration's division of transportation has been announced by G. Lloyd Wilson, director of the division.

Mr. Wayne has a background of more than 20 yrs. experience in truck, rail and barge transportation. For 6 yrs. he has been a member of the executive staff of the Middle Atlantic States Motor Carrier Conference, Inc., of Washington, D. C., specializing in rates.

Earlier he was traffic manager of the American Short Line Railroad Assn. for 4 yrs., and receiver of the Louisiana Southern Railway Co., New Orleans, for 6 yrs. He spent a year in opening the Port of Memphis for the Mississippi Valley Barge Line. His earlier traffic experience was with the Baltimore and Ohio Railroad.—Manning.

New Brazilian Rates on 7 Commodities

The War Shipping Administration announced March 13, that it has approved new maximum basic freight rates for the transportation of several commodities from ports in northern Brazil, North of Victoria, to Atlantic and Gulf ports in the United States. They are embodied in General Order No. 3-C, dated March 9.

These new rates are exceptions to the Maritime Commission's order, effective Jan. 20, 1942, which stated that ocean freight rates should be adjusted to those in effect Sept. 1, 1940. The War Shipping Administration's action in approving these exceptions is based on the fact that "during the year 1940, and especially in September 1940, homeward rates on most of the important commodities from the River Plate and Brazil were unduly depressed by non-conference competition.

"Many vessels normally employed between the East Coast of South America and Europe," stated the Administration, "were prevented from loading homeward as a result of the German invasion of Norway, Belgium, Holland and Denmark. Those vessels were placed on berth to United States ports and in order to secure cargo against regular lines in the trade, cut rates on the most important items of traffic. This situation likewise affected the trade from northern Brazil."

The new rates and commodities involved in the Administration's action are as follows:

Cocoa, \$1.10 per bag of 60 kilos; castorseed, \$17.00 per 1000 kilos; babassu kernels, \$16.00 per 1000 kilos; cottonseed and other vegetable oils, \$22.00 per 1000 kilos in bulk and \$20.00 per 1000 kilos in drums; chrome and manganese ore, \$11.00 per 1000 kilos; Brazil nuts, unshelled, in bulk or bags, \$1.60 per 100 lbs.; shelled, in cases, \$1.40 per case of 30 kilos; outport rates to be subject to the usual and customary differentials over base port rates as established by Conferences Nos. 6030, 6040, and 6050, except that the Manaus/Itacoatiara maximum differential over the Para base rates may be established at \$5.00 per ton of 1000 kilos or 40 cu. ft. and, further, that maximum rates from Bahia (Conference No. 7520) may be established and maintained at rates no higher than those contemporaneously in effect from Pernambuco (Conference No. 6050).

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Members: Mayflower W.A.—P.F.W.A.—P.W.A.

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LANCASTER STORAGE CO.

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring,

Forwarding

Manufacturers' Distributors, Carload Distribution, Local

and Long Distance Moving

Member of May.W.A.

PHILADELPHIA, PA.

Est. over 50 years.

Pool Car Distribution a Specialty

FENTON STORAGE CO.

Absolutely Fireproof

46th and Girard Ave.

Cable Address "Fence"

P. R.R. Siding

Storage, moving and distribution of household goods and merchandise

PHILADELPHIA, PA.

Fidelity—20th Century Storage Warehouses

General Offices—1811 Market St.

Agent for Allied Van Lines, Inc.

Bus type vans for speedy delivery anywhere. We distribute
pool cars of household goods. Prompt remittance.

Assoc. N. F. W. A., Can. S. & T., P. F. W. A.



PHILADELPHIA, PA.

Established 1865

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708 South Delaware Avenue

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Direct Sidings—Penna. R.R. and Reading R.R.

Pool Car Distribution

Represented by Associated Warehouses, Inc.

New York

52 Vanderbilt Ave. City and Suburban 549 W. Randolph St.

Murrayhill 9-7645

Randolph 4458

PHILADELPHIA, PA.

2,100,000 Square Feet**MERCHANTS WAREHOUSE CO.**

10 Chestnut St.

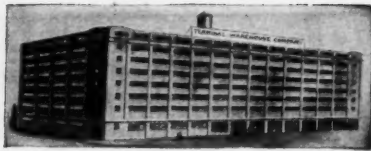
Phone: LOM. 8070

11 modern buildings in leading business sections. Served by
all R.R.'s. Loading and unloading under cover. Storage-in-
transit privileges. Goods of all kinds, bonded and free.

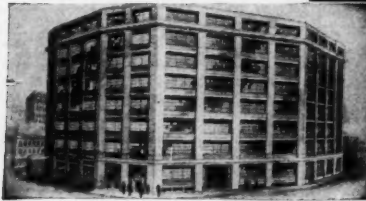
One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehouses

One of the greatest wastes in business today is the inability of many advertisers to stick to adopted programs.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.



13 MODERN WAREHOUSES



—serving PHILADELPHIA AND VICINITY with Economy and Dispatch

Strategically located throughout Philadelphia, they provide more than 68 acres of excellent storage space.

Each building is equipped with every convenience, designed for the safe, prompt and economical handling of goods of every kind. All earn low insurance

rates. Special provision is made for the storage of household goods.

Served by both Pennsylvania Railroad and the Reading Company. Convenient to the big piers. Completely equipped pool car department is maintained.

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*An Association
of Good Warehouses Located at
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Phone: Sutter 3461

219 E. North Water St., CHICAGO
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PROMPT and ECONOMICAL SERVICE

Over a million square feet of storage space, bonded and free. Twenty-two modern buildings located in the various retail, wholesale and manufacturing sections of the city. Direct rail connections. Near piers and ferry-car wharves. Special services and economies. Low insurance rates. Our own motor transports speed up deliveries.

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PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO.

General Offices: Cor. 4th & Chestnut Sts., Philadelphia
WARREN T. JUSTICE, President

MEMBER: American Chain of Warehouses • American Warehousemen's Association • Pennsylvania Warehousemen's Association

NEW YORK: Geo. W. Perkins, 82 Beaver St., Tel. Hanover 2-1954
J. W. Terreforte, 250 Park Ave., Tel. Plaza 3-1235

CHICAGO: W. J. Marshall, 53 W. Jackson Blvd.
Tel. Harrison 1496

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BUELL G. MILLER, President

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BROAD & LEHIGH & BRANCHES
Member P.M.T.A., C.F.M.A. of Pa.

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STORAGE, PACKING, CRATING AND SHIPPING
POOL CAR DISTRIBUTION
LONG DISTANCE HAULING

2748 West Liberty Ave., Pittsburgh, Pa.

Members of N.F.W.A.—A.T.A.—P.F.W.A.—P.M.T.A.
Agent for Allied Van Lines, Inc.

PITTSBURGH, PA.

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Office: Duquesne Way and Barbeau St.
Merchandise Storage & Distribution

Members A. W. A.

PITTSBURGH, PA.

Established 1911

EXHIBITORS' SERVICE COMPANY

West Gen. Robinson & Scotland Street

Pool Car Distribution—Reconsigning, 24 Hour Service—
Trackage 40 Cars—Daily Service area—20,000 Sq. Miles—104
Company Owned Vehicles—Steel and Concrete Terminal
Cooling Room Space for Perishables.

Latin America

(Continued from page 27)

other minerals of primary importance which have heretofore been more readily and cheaply available from supply sources that are now shut off.

Known deposits of these important mineral resources include managnese in Brazil, Chile, Costa Rica; tungsten in Argentina and Bolivia; coal in Peru and Venezuela; sulphur in Argentina and Costa Rica; magnetite, mercury, molybdenum in Chile; magnesite, asbestos, chromite in Venezuela; mica and barite in Argentina; bismuth and vanadium in Peru; nickel, cobalt, bauxite, chromium in Brazil; platinum in Colombia.

A commission of engineers from the U. S. Geological Survey and the U. S. Bureau of Mines has been sent to Latin America to assist in starting new recovery operations in favorable locations and to increase production in mines already under operation.

The rich petroleum resources of Latin America have been developed in only half a dozen republics, the most productive fields being situated near the shores of the Caribbean Sea and the Gulf of Mexico. The factor of localized operation and the great investment of capital required have tended to centralize the industry into a restricted number of large enterprises having an aggregate production of over 42 million tons (1938)—approximately half of all the petroleum produced outside the United States.

It is estimated that Brazil has one billion acres of forest land. With development barely started, it supports an active export trade in hard and fancy wood and a substantial domestic industry producing furniture, cabinet work, and wooden specialties.

Chile has 38,500,000 acres of forest and 10,000 men employed in lumbering and woodworking. Nicaragua exported 15,500,000 board feet of lumber in 1938, and lumber amounted to 28 per cent of Paraguayan exports in the same year.

A dozen other countries have vast forests containing unknown quantities of mahogany, cedar, and other rare and valuable hard woods with large scale production awaiting normal world conditions.

Under normal conditions the United States uses 600,000 tons of crude rubber for a year's manufacture. During the war it may need as much as 800,000 tons a year.

In recent years Malaya has held a monopoly of rubber production. The first threat of a stoppage in Malayan shipments brought stringent rationing of rubber in the United States. Even if this commerce could be resumed reasonably soon, the weakness of a long and vulnerable supply line has been demonstrated. In the future we must have a close, adequate, and safe source of supply.

Rubber originated in the jungles of Brazil and in time Brazil again can be our primary source of the natural product. The Ford plantation near Manaus is already producing a ton of crude to the acre on a small part of its 700,000-acre tract. Ford is looking forward to a total of 40,000 tons a year in the near future, a small percentage of our needs to be sure, but an indication of what may be relied upon as Ford management and capital bring the entire acreage into efficient production. Fourteen years of pioneering work had been done before Pearl Harbor was bombed.

If the Goodyear Tire and Rubber Co. is successful with similar enterprises in Panama, Costa Rica, and Haiti, the center of the great rubber trade will shift back to Latin America with growing production keeping pace with expanding transport facilities.

These resources are not new. Their utility value is not new. Why then should we look for their rapid development in international commerce at the end of this particular war? The reason is that after years of effort

PITTSBURGH, PA.

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1917-19 Brownsville Road

Pittsburgh, Penna.

Storage, Packing and Shipping

Member of National Furniture Warehousemen's Ass'n.

Agent of Allied Van Lines, Inc.



PITTSBURGH, PA.

THOMAS WHITE, Owner and Manager

2 WAREHOUSES

17th AND PIKE STS.

13th AND PIKE STS.

QUARTER MILLION FEET OF SPACE

*In the Heart of
Pittsburgh's
Jobbing District*

STORAGE IN TRANSIT
POOL CAR DISTRIBUTION
COMPLETE TRUCKING FACILITIES
PRR SIDINGS

Also operators of
WHITE MOTOR EXPRESS CO.

Established 1918

WHITE TERMINAL COMPANY

17th AND PIKE STS.

SCRANTON, PA.

R. F. POST

DRAYMAN & STORAGE WAREHOUSE

221 Vine St.

HOUSEHOLD STORAGE POOL CARS
MERCHANDISE STORAGE PACKING
LOCAL AND LONG DISTANCE MOVING
PRIVATE SIDING, D. L. & W. R. R.

SCRANTON, PA.

THE QUACKENBUSH WAREHOUSE CO.

219 VINE STREET

MERCHANDISE AND HOUSEHOLD GOODS
STORAGE POOL CAR DISTRIBUTION
D. L. & W. and D. & H. Sidings

Represented by
NEW YORK ALLIED DISTRIBUTION INC. CHICAGO
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SHARON COAL & ICE CO.

230 W. Budd St., Sharon, Pa.

Cold Storage—Merchandise—Household Goods
2 Warehouses with private sidings on Erie & PRR's
reciprocal switching. Loans on Stored Commodities.
Cold Storage for furs—Cold storage lockers—Quick Freeze
space.

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CORNER BEESON BLVD. & PENN ST.
HOUSEHOLD GOODS PACKED, SHIPPED, STORED
LONG DISTANCE MOVING
Private Siding B. & O. R.R.

WILKES-BARRE, PA.

WILKES-BARRE STORAGE CO.

General Storage and Distribution
Prompt and Efficient Service
12 Car Track Located on Lehigh Valley RR. Switches
Storage-in-Transit and Pool Cars
19 New Bennett St. Wilkes-Barre, Pa.

WILLIAMSPORT, PA.

WILLIAMSPORT STORAGE CO.

FIREPROOF BUILDING—416 FRANKLIN STREET
P. R. R. SIDING
MERCHANDISE STORAGE AND DISTRIBUTION
HOUSEHOLD GOODS—DRAYAGE
IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

PROVIDENCE, R. I.

CADY MOVING & STORAGE CO.

80-90 Dudley St.
FIREPROOF WAREHOUSE
Storage, Moving, Shipping
Fleet of Long Distance Moving Vans
Member National Furniture Warehousemen's Assn.
Agent for Allied Van Lines, Inc.

PROVIDENCE, R. I.

Terminal Warehouse Company of R. I., Inc.

storage all kinds of General Merchandise, Pool Car
Distribution. Lowest Insurance.
Trackage facilities 50 cars. Dockage facilities on
deep water.
Shipping directions South Providence, R. I.

CHARLESTON, S. C.

Charleston Warehouse and Forwarding Corp.

Merchandise Storage and
Distribution of Pool Cars

Modern Concrete Warehouse. 100,000 Square Feet of Storage Space.
Private Tracks Connecting with All Railroad and Steamship Lines.
Motor Truck Service.

Member of the American Chain of Warehouses, Inc.

COLUMBIA, S. C.

Distribution Center of South Carolina

**CAROLINA BONDED STORAGE CO.**

Est. 1928

General merchandise and household goods
storage.

Pool Car Distribution. Private rail sidings.
Sprinkler equipped warehouse.

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GREENVILLE, S. C.

*"The Heart of the Piedmont"***TEXTILE WAREHOUSE CO.**

Est. 1928



511-13-15 Rhett St.

GENERAL MERCHANDISE—H.H.C. STORAGE

Pool Car Distribution—Motor Truck Service

Low Insurance Rate

Private Siding

a way has been devised to overcome the obstacles that have blocked the full flow of Hemisphere trade, and that way can be used by the United States in freedom from competition by any other nation.

The obstacles are problems of foreign exchange, unstandardized currencies, customs duties, and transport facilities. The United States alone is in a position to solve them with lease-lend allotments, and more shipping; and with Latin American cooperation a Pan American gold dollar and at least a modified customs union may be established. In fact, some sort of blueprint was drawn up at the Rio de Janeiro conference to reorganize both present and future Pan American trade with a view to promoting a close-knit economy by developing Latin American resources with the aid of U. S. capital and technology and the employment of expanded sea and air transport. Although details are shrouded in diplomatic secrecy, it is whispered in Washington that a "Monroe Doctrine" has been written for Inter-American business.

We do know that Latin America was almost unanimous in breaking with the Axis, notwithstanding all the pressure German agents could bring to bear and all the success of German submarines and Japanese armies.

The economists' view, as set forth in a public address by Prof. Harry D. Gideonese, president of Brooklyn College, may be summarized as follows: (1) The United States will have to continue its lease-lend program to the world throughout the period of transition from war to peace and, (2) it will have to distribute a part of its gold reserve to preserve the gold standard.

The lease-lend program is a device for circumventing orthodox financial restrictions upon commerce. It is a method of doing international business on credit. Lease-lend supplies goods on credit against future reimbursement in some form. In that respect it differs from Nazi "barter," which in fact was a disguised method of obtaining goods against future payment.

If the United States continues after the war to supply manufactures to Latin America under the lease-lend program as it plans to do, it must for a time accept payment in commodities. Some of these Latin American products will represent surpluses over and above our domestic consumption capacity. The surpluses will have to be re-sold in world markets with the United States assuming the functions of a broker. This, however, need not interfere with the functioning of private enterprise in any phase of the foreign trade transaction.

The immense production capacity that will be released for implements of peace when the United States ceases to be an arsenal, and the huge merchant fleet that will be available for shipping, definitely place this country in the center of world trade importance. Lease-lend can keep foreign trade alive and healthy and largely under our control until emergency methods are no longer necessary.

A Pan-American dollar based on gold is entirely feasible and may be indispensable in order to put our vast stores of the metal into monetary service. The Inter-American Bank, already established with headquarters in Washington, might be the means of implementing such a program. It will take time to work out in any event, but it can be another long step in advance. The fact that Australia has made the U. S. dollar legal tender shows the need for greater freedom in international financial transactions.

A customs union whereby the 20 republics of North and South America would forego imposition of import duties between themselves is somewhat more visionary but it might come about or at least be approximated by easy stages, every lowering of the bars being a strong stimulus to more profitable trade in greater volume.

In short, Latin America is destined to be the proving
(Concluded on page 91)

KNOXVILLE, TENN.

FIREPROOF STORAGE & VAN COMPANY, Inc.

201-211 Randolph St., Knoxville, Tennessee
135,000 square feet on Southern Railway tracks.
Equipped with Automatic Sprinkler
Insurance at 13c. per \$100.00 Household goods shipments
per annum. solicited. Prompt remittances
made.
Pool Cars distributed.
MEMBERS American Warehousemen's Ass'n
PROMPT AND EFFICIENT SERVICE

MEMPHIS, TENN.

S. S. DENT, Owner

General Warehouse Co.

421 So. Main St.

"Good housekeeping, accurate records,
Personal Service"

Located in the center of the Jobbing &
Wholesale District

Sprinklered Low Insurance
Private R. R. siding Perfect service



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Benton T. Grills, Sec'y. & Mgr.

NICKEY WAREHOUSES, INC.

"Memphis Most Modern Warehouse"

285-305 West Trigg Ave.

Merchandise Storage & Pool Car Distribution
Local Delivery Service

A.D.T. Burglar and Sprinkler Supervisory Service. Illinois Central, Frisco & Mo.
Pac. Private rail siding 9 car spot.

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John H. Poston Storage Warehouses

ESTABLISHED 1894

671 to 679 South Main St.

Insurance Rate \$1.25 per \$1,000 per Annum Distribution a Specialty.
Merchandise storage, dependable service, free switching, Local cartage delivery,
Illinois Central and Cotton Belt Railway tracks. Automatic sprinkler, A.D.T. watchmen.

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Storage (Midse.)—Pool Car Distribution—Local delivery service—Office Space.
In the heart of the wholesale district and convenient to Rail, Truck and express
terminals. Eight car railroad siding—(N.C.&ST.L. and L.&N.)—Reciprocal switch-
ing. Represented by Distribution Service, Inc. Member of A.W.A. and M.W.A.

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BOND, CHADWELL CO.

MERCHANDISE
WAREHOUSE.
RAIL, TRUCK
AND RIVER
TERMINAL.



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656 Neches St.

Beaumont, Texas



Merchandise and Household Goods
Warehouse, Concrete Construction
30,000 Sq. Ft. Distribution of Pool Cars
Transfer Household Goods
Agent for A.V.L. Member of N.F.W.A.—S.W.A.T.A.

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CORPUS CHRISTI WAREHOUSE AND STORAGE COMPANY

Located AT PORT SITE
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MERCHANDISE EXCLUSIVELY

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Member: Southwest Warehouse and Transfermen's Ass'n

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Robinson Warehouse & Storage Co.

General Offices: 1500 N. Broadway, Corpus Christi

Specialists in

General Merchandise Storage—Pool Car Distribution

Public Bonded Warehouses at Alice, Corpus Christi, Harlingen and Victoria . . .
Daily and overnight common carrier Motor Freight Service to Houston, San
Antonio, Austin, Laredo and Rio Grande Valley, serving all intermediate points.
Expert Handling; Inquiries Invited.

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In Dallas It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION
Our modern Centrally located fireproof warehouse is completely equipped to serve
you with over 75,000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING



Since
1875

BINYON-O'KEEFE
Fireproof Storage Co.
Dallas

Since
1875



Associated with Distribution Service, Inc.

DALLAS, TEXAS

ESTABLISHED 1875

**DALLAS TRANSFER AND
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Second Unit Santa Fe
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Modern Fireproof
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Office, Display,
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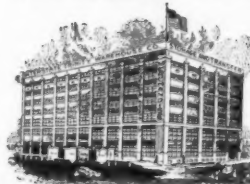
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WAREHOUSE COMPANY**

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Merchandise Storage and
Distribution
Household Goods Storage,
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Automatic Sprinklered—Spot Stock and Pool Car Distri-
bution—Private Siding

DALLAS, TEXAS

**SPECIALIZING**

**MERCHANDISE STORAGE
POOL-CAR DISTRIBUTION**

**SERVING THE GREAT
SOUTHWEST AREA**

**EVERY ACCOUNT IS
PERSONALLY SUPERVISED
BY THE MANAGEMENT**

KOON-McNATT STORAGE & TRANSFER CO.
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**CONTRACT OPERATORS FOR ALL RAIL
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Over 10,000,000 Pounds of Freight Handled Monthly
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DALLAS, TEXAS



Merchants Cold Storage of Dallas
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470,000 Cu. Ft. Cold Storage Space
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A Complete Merchandise Warehouse Service

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Merchandise Storage—Warehouse Space For Rent

The business address of a number of the largest manufacturers in the world. A splendid modern plant. A strategic distribution center. A highly specialized organization placing at your command the finest SERVICE that skill and willingness can offer.

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"Service With Security"*

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Lowest Content Insurance Rate
**Fireproof Storage of Household Goods, Autos
& Merchandise. State and Customs Bonded.**
Private Trackage—T. & P. and So. Pac. Rys.
Pool Car Distribution—Motor Truck Service.
Incorporated in 1920
**Members—NFWA—SWTA—Agent for Allied
Van Lines, Inc.**

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In Fort Worth It's Binyon-O'Keefe

MERCHANDISE STORAGE—POOL CAR DISTRIBUTION
Our modern Centrally located fireproof warehouse is completely equipped to serve
you with over 80,000 square feet of merchandise & household goods storage space.
MOVING—STORAGE—PACKING—SHIPPING



Since
1875

BINYON-O'KEEFE
Storage Co.

Since
1875

Fort Worth
Associated with Distribution Service, Inc.

FORT WORTH, TEXAS

A Complete Merchandise Warehouse Service

**MERCHANDISE STORAGE — COLD STORAGE — POOL
CAR DISTRIBUTION — FRISCO R.R. SIDING
MODERN — FIREPROOF WAREHOUSE**

JOHNSON STORAGE & DISTRIBUTING CO., INC.

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JOHNSON MOTOR LINE

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FT. WORTH, TEXAS

FORT WORTH, TEXAS

Agents—ALLIED VAN LINES, INC.

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Member—SWA-AWA

TEXAS & PACIFIC TERMINAL WAREHOUSE CO.

Warehouses—DALLAS—FT. WORTH

**Merchandise Storage
Pool Car Distribution
Office, Display and War-
house Space
Branch Office Facilities
Ample room for Autos,
bikes and Truck parking**
LOW INSURANCE RATES

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BINYON-STRICKLAND

WAREHOUSES, INC.

Merchandise Storage — Pool Car Distribution
Centrally Located — Lowest Insurance Rate
Private Siding Southern Pacific Ry. Co.

Goliad & Morin Sts.

Houston

HOUSTON, TEXAS

FEDERAL WAREHOUSE COMPANY

1200 National Street

Houston, Texas

Sprinklered Warehouses, 30 Car Spot
**One Floor—therefore reasonable handling
and storage rates**

HOUSTON, TEXAS

Better Warehousing in HOUSTON

We operate a modern low insurance rate warehouse in the center of the wholesale
jobber, rail and truck terminal district. Most conveniently located for interior
jobbers' trucks; well trained personnel; cooler space.

HOUSTON CENTRAL WAREHOUSE CO.
Commerce and San Jacinto **Houston, Texas**

Represented by **ALLIED DISTRIBUTION INC.** **CHICAGO**
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Houston Terminal Warehouse & Cold Storage Company

General Storage Cold Storage U. S. Custom Bonded
A. D. T. Service Pool Car Distribution
Office Space Display Space Parking Space

Lowest Insurance Rate

New York Representative
Phone Plaza 3-1235

Chicago Representative
Phone Harrison 1496

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PATRICK TRANSFER & STORAGE CO.

Merchandise and Household Goods Storage

Pool Car Distribution

Sprinklered—A.D.T. Watchmen
Shipside and Uptown Warehouses
Operators—Houston Division
Lone Star Package Car Co.

1117 Vine St. Agents for Allied Van Lines, Inc.

Members N.F.W.A.
State and Local Am

HOUSTON, TEXAS

In the Heart of the Business District, Use

QUICK SERVICE WAREHOUSE & COLD STORAGE, INC.

102 SAN JACINTO STREET AND 2410 COMMERCE STREET

Represented by
CONSOLIDATED
WAREHOUSES

Fireproof Construction — 8 & 9¢ Insurance Rate
Merchandise Storage — Cold Storage & Cooler Vaults
U. S. Custom Bonded — Packing Room

Pool Car Distribution
MOP SIDINGS

HOUSTON, TEXAS

MERCHANDISE DISTRIBUTION

COMMERCIAL STORAGE—
OFFICE SPACE — PARKING SPACE

T. P. C. STORAGE & TRANSFER CO., INC.

2301 Commerce Ave.

Latin America

(Concluded from page 88)

ground for a more advanced way of doing international business and in the process it must become our most highly developed overseas market.

So. Carolina Ports To Be Developed

A bill establishing a South Carolina State Ports Authority, designed to improve and develop the ports of Charleston, Georgetown and Beaufort, has been passed by the South Carolina Legislature and signed into law by Governor Jefferies.

Improvements under the measure would be financed from bond issues pledged by port revenues, and from Federal grants and loans. An appropriation of \$25,000 from the State and local funds was provided to start the authority's activities.—Jones.

Personnel

(Concluded from page 35)

tenance. Robert F. Black, president of the White Motor Co., Cleveland, will advise on equipment on which production has been suspended, including motor trucks, fire-fighting apparatus, road work equipment, and work equipment for public utilities and communications companies. A. L. Viles, president of the Rubber Manufacturers' Assn., New York, will advise on rubber products, including tires, tubes, belting and other mechanical rubber goods.

M. T. Davis has become assistant traffic manager at Oakland, Cal., for the Chevrolet division of the General Motors Corp. V. D. Orne has been made assistant traffic manager at Flint, Mich., succeeding F. W. Gleason, resigned. F. W. Root has been appointed traffic manager at Kansas City, Mo.

S. G. Fisher

S. G. FISHER, general traffic manager, American Viscose Corp., Wilmington, Del., died Feb. 22 as a result of a heart attack. He was 46. Mr. Fisher has been with the company 18 yrs. Before that he had been in the service of the Sun Shipbuilding & Drydock Co., the Reading Co. and the Pennsylvania R.R. He is survived by his wife.

William H. Reger

William H. Reger, 79, retired president of the Fidelity Storage and Warehouse Co., Philadelphia, died Feb. 27 after a long illness. He retired from business in 1929 after 14 yrs. association with the storage firm. Besides his son, he leaves his wife.—Jones.

F. Egerton Webb

F. Egerton Webb, former president of the Lincoln Warehouse Corp. and the Lincoln Safe Deposit Co., New York, died Feb. 26. He was 83. Mr. Webb, who formerly maintained a home on the Grand Canal in Venice, is believed to be the only man to have made Atlantic crossings in both a side-wheel steamer and a Pan American Clipper plane. In all, it is estimated, he crossed the Atlantic 72 times. Before becoming president of the Lincoln companies in 1924, he was senior partner of the banking and brokerage firm of Webb & Prall, New York. He retired from business in 1927. He leaves a widow, a daughter, 2 grandchildren and a brother, Col. G. C. Webb, former United States charge d'affaires at Leningrad.

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The Parade of
New Products

Stokely Brothers' new plant in Trenton, N. J., is packing peas, sliced green beans, pork and beans, spaghetti, kidney beans, lima beans, tomato juice, tomato soup, tomato puree and catsup. More products will be canned when the company's facilities are fully developed.

Pacific Coast canners report that they fear that priorities demands are forcing an expected shortage on paper and fibre cases and on printing inks which may affect the label production. Lighter cases will have to be used, can be shipped only by rail because they cannot stand rough handling.

Olive oil scarcity has brought about adulteration, difficult to detect. Source of complaints seems to be in New York and New England.

Exchange Orange Products Co., Los Angeles, reports shipments of 126,000 gallons of concentrated juice to Great Britain from its Ontario plant. This volume required the equivalent of 250,000 packed boxes, or 540 railway carloads. The orange residue, long classed as a liability because of the cost of carting it away, is now dried and sold for cattle feed. It ranks close to rolled barley in feed value and is wholesaling for over \$30 per ton.

The Apple Growers Assn., Hood River, Ore., has estimated that between 5,000 and 6,000 tons of Bartlett pears will go through its cannery this year. This is one of the largest crops ever to be handled by the Hood River Cooperative.—Haskell.

Southeastern Alaska has experienced the earliest and most phenomenal run of pink salmon in the history of the industry. E. Schoenfeld, canner, reported on his return from an airplane tour of the area. So heavy was the run of humpies that it overtaxed the capacity of the canning plants. He cited instances of the yield of heavily loaded traps being shipped a hundred miles distant because plants in the immediate fishing area could not handle the catch.—Haskell.

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GOODS
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FURS - RUGS
VALUABLES**THE W. FRED. RICHARDSON**
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Milwaukee's Port Traffic About 7,500,000 Tons

In 1940, Milwaukee's port traffic amounted to 6,880,000 net tons, valued at \$348,327,887. Preliminary figures for 1941 from H. C. Brockel, secretary and acting general manager of the Board of Harbor Commissioners, indicate that port traffic increased to about 7,500,000 tons, with a corresponding increase in value to an estimated \$375,000,000. More than 6,000 cargo ships call at the port annually.

One of the most unique features about Milwaukee is the wide extent of public ownership of the lake front areas. The city has acquired practically all of the lake frontage, which at the turn of the century was practically 100 per cent privately owned. Lake Michigan water frontage within the city limits comprises 7.25 miles. Of this total, the city has acquired 6.68 miles, or 92.14 per cent of its lake frontage.

Through the board's open docks, large movements of steel pig iron, scrap iron, and foundry sand have been developed. Prior to 1930, no scrap iron or steel was shipped by water, whereas shipments now total about 70,000 tons annually. Prior to 1936, there was no movement of gasoline or fuel oil into this port by water. During the years 1935-1941, 25 acres of harbor lands were leased to 4 oil companies, with the result that water-borne receipts of gasoline and fuel oil rose from nothing in 1935 to 406,388 tons in 1941.

Not only does the port have a heavy movement of diversified tonnage, and in particular, coal, it is also the leading car ferry port and one of the 4 principal grain shipping points. It also handles a large package freight and considerable foreign traffic with Canadian ports and with European ports directly.

Wis. Warehouse Group Sets Up Licensing Committee

The Wisconsin Warehousemen's Assn. at its semi-annual meeting, March 7 in Green Bay, adopted a resolution authorizing the president to appoint a committee, consisting of 2 representatives each from the 3 divisions of the association, to set up a standard of requirements for guidance of the warehouse licensing division of the Wisconsin Dept. of Agriculture.

Speakers included Wilson V. Little, executive-secretary of the American Warehousemen's Assn., who explained the fine position the warehousing business has achieved in the war picture; C. N. Wilson, head of the warehouse licensing division of the Wisconsin Dept. of Agriculture, who stated his department would welcome the assistance of the association in helping it determine a standard of qualifications for the licensing of a warehouse under the Wisconsin law; Paul Paulsen, counsel for the association; A. L. Fischer, chairman of the ports and terminals committee; Ted Hansen, chairman of the traffic and transportation committee; and Harvey S. Paull, chairman of the cold storage division.

The meeting gave its informal approval to the sponsorship by the association of a new legislative program at the next session of the Wisconsin legislature, provided conditions then existing warrant such procedure.

Two new members have been added to the association since the beginning of the year. They are the Buchert Transfer Line, Appleton, and the Reynolds Transfer & Storage Co., Madison.—W.T.N.B.

10% Increase in Rates

Allowed Wash. Warehouses

The Dept. of Public Service has issued an order permitting storage warehouses in King, Spokane and Pierce counties, Wash., to increase rates 10 per cent, effective March 16.—Haskell.

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Established 1885

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Seven Buildings to Meet All Requirements for Modern Storage and Distribution

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200,000 SQ. FT. OF MODERN FIREPROOF SPACE
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Canadian Customs Bond. Private Biding—8 Car

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Private Room System for Storage

CRATING, PACKING and SHIPPING

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What your defense dollars buy



The TANK is to the Army what the tackle is to the forward line of a football team. It is the "break-through." Head-on, it crashes timber, houses, enemy fortifications. Once it has opened the way, the attacking force follows for the "mopping up."

The Nazis, using these great steel pachyderms which they produce in vast quantities, have been able to break through every fortified line in 14 conquered countries.

In America, the medium-sized tank is the popular size. A medium-size tank weighs 30 tons. To make it takes as much steel as would be used in 500 refrigerators, as much rubber as goes into 87 average automobile tires.

The planning of a tank takes as great skill as a large-scale construction job. One recently converted automobile plant, faced with retooling for tank production, had to put 200 engineers to work in day and night shifts for one month, mapping out machinery requirements and plant layout.

To match the mechanical might of aggressor nations today, America needs thousands of these tanks. They're rolling off the assembly lines now. They cost real money. Every time you buy an \$18.75 Defense Savings Bond or a 10¢ Defense Saving Stamp, you give your country money enough to buy a vital part for another new tank.



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600 ROOMS each with bath from \$3.00 up
RADIOS IN EVERY ROOM

Lounge and Restaurants. Unrestricted Parking to 3 a.m.

Competitive Bidding No Longer the Rule

Competitive bidding for government war contracts is no longer the rule. Donald M. Nelson, W.P.B. Chairman, early in March ordered abandonment of advertising for bids.

Mr. Nelson's order also announces policies to be followed in negotiating contracts. These policies are as follows:

In placing contracts, primary emphasis is to be put upon speed of delivery instead of the lowest price obtainable.

Contracts for standard and semi-standard articles relatively simple to make will be placed with smaller concerns, so that the facilities of the larger, more fully equipped firms may remain available for production of more difficult and complicated items.

Subject to these considerations, contracts are to be placed with concerns which need the smallest quantities of new machinery and equipment. This, W.P.B. said, is designed to get most efficient use of the nation's machine tool capacity, and to bring into service as many idle tools as possible.

Normal Routing Advised by Eastman

Shippers using railroads were advised, March 6, to use normal channels in routing carload traffic, in order to avoid overburdening the most direct routes.

In response to numerous inquiries from shippers, Defense Transportation Director Eastman issued the statement, which said also that at present there is no need for imposing any general restrictions upon shippers in the routing of carload traffic.—Manning.

INDEX TO GENERAL ADVERTISERS

A	American District Telegraph Co.	47
B	Baker-Raulang Co.	1
	Buffalo Merchandise Warehouses, Inc.	5
D	Darnell Corp., Ltd.	47
F	Farquhar Co., Limited, A. B.	48
G	Gerstenslager Co.	41
H	Harborside Warehouse Co., Inc.	21
	Herman Body Co.	41
J	Jarka Great Lakes Corp.	31
	Johnson Terminal Corp., Mead.	19
K	Kinnear Mfg. Co.	49
L	LaSalle Extension University	96
	Lederer Terminal Warehouse Co.	3
	Long Warehouse, S. N.	13
M	McLain Marine Corp.	Front Cover
	Mercury Manufacturing Co.	4
	Milwaukee Board of Harbor Commissioners.	30
	Mississippi Valley Barge Line Co.	31
N	National Terminals Corp.	8
	New Haven Quilt & Pad Co.	49
	North Pier Terminal Co.	15
	Nutting Truck & Caster Co.	50
P	Philadelphian Hotel	96
S	Self-Lifting Piano Truck Co.	51
	Silent Hoist Winch & Crane Co.	48
	Standard Pressed Steel Co.	51
	Stouffer, H. G.	30
T	Tidewater Field Warehouses, Inc.	6-7
	Towmotor Co.	Back Cover
V	Vaughan Motor Co.	Second Cover

BAKER TRUCKS *step up* warehousing and shipping efficiency



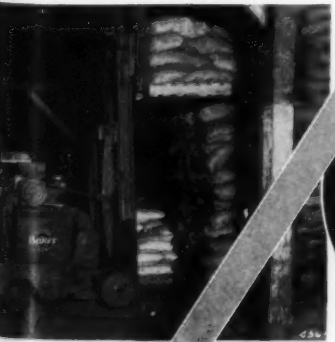
Fork Truck cuts time in half by doubling up on handling of pallets.



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"No Limit" for storing sacks, crates, or other goods in this warehouse.

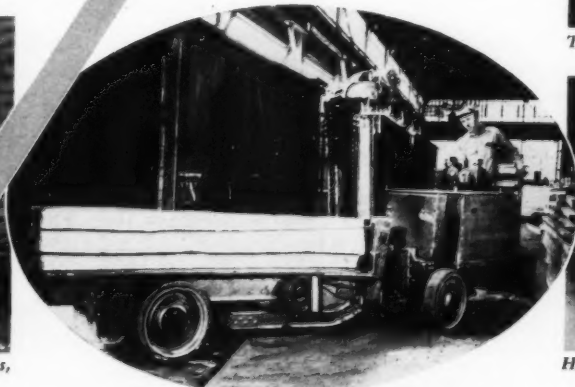
● Today, more than ever before, mechanized materials handling with Baker Trucks can help industry step up its pace to meet the needs of war. In the warehouse, Baker Telescoping Fork Trucks and Baker Hi-Lift Trucks can add to useable floor space by tiering to the ceiling. They can get materials in and out of storage faster and safer. In shipping, they can save time and reduce the costs of car, truck or ship loadings. Throughout the plant, they can save space and man-power—making both available for production.

Let the Baker Representative near you show how you can use Baker trucks to their best advantage in your plant. Or write us direct.

BAKER INDUSTRIAL TRUCK DIVISION

of The Baker-Raulang Company

2176 WEST 25th STREET • CLEVELAND, OHIO



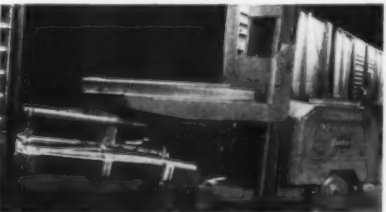
Baker Articulated Sheet Handler loads 200 tons per hour, saves \$4.30 per ton.



Large reels of wire and other heavy products are quickly loaded with a Baker Crane Truck.



Heavy skid loads of sheet metal or tin plate handled two at a time with Double Fork Truck.



This Baker Hi-Lift Truck with swivel cuts loading costs from \$28.00 to \$5.00 per car.



Handling and storing tires is another difficult job made easy with a Baker Fork Truck.

Baker INDUSTRIAL TRUCKS

In Canada: Railway and Power Engineering Corporation, Ltd.

FIELDS SERVED BY DW

SHIPPING . . . by Rail—Water—Motor Truck, of raw materials and finished products, the efficient and economical transportation of which is as important as efficiency and economy in manufacturing, advertising and selling.

HANDLING . . . of materials, supplies and finished products for economy in manufacturing, transportation, storage and distribution. These costs largely determine profits.

WAREHOUSING of raw materials and finished products, as collateral for loans; to await the buying season; for the economy of bulk as against LCL shipments; to have spot stocks immediately available at all markets, and as an aid in developing new markets.

DISTRIBUTION from points of origin of raw materials to points of fabrication, thence to points of consumption, be they sectional, national or international.

FOUR VITAL PROFIT FACTORS

EDITORIAL CONTENTS OF THIS ISSUE . . .

F. Eugene Spooner, Editor

Editorial	5
News (also see page 46)	6
Calendar of Coming Events	7
Future Markets for Warehouse Services. By John H. Frederick	8
Crate Strength and Rigidity. By W. C. Reinhardt	11
Another Prediction Comes True. By M. W. Potts	19
Personnel	14
Transit Privileges. Part 3.	16
How Waterways Help Farmers Cut Costs	18
News from the Capital	20
Waterways and Terminals	23
Letters to the Editor	25
Factories on the Move	26
Motor Transportation	28
From the Legal Viewpoint By Leo T. Parker	34
New Literature	44